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ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

—(33.)—

SLAVE TRADE.

Session

6 *February* —— 7 *August* 1862.

VOL. LXI.

1862.

ACCOUNTS AND PAPERS:

THIRTY-EIGHT VOLUMES.

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THIRTY-EIGHT VOLUMES:—CONTENTS OF THE

THIRTY-THIRD VOLUME.

N. B.—THE Figures *at the* beginning of the line, *correspond with the* N° *at the foot of each* Paper; *and the* Figures *at the* end of the line, *refer to the* MS. Paging *of the Volumes arranged for The House of Commons.*

SLAVE TRADE:

Slave Trade, Class (A.):

[2958.] Correspondence with the *British* Commissioners at *Sierra Leone*, *Havana*, the *Cape of Good Hope*, and *Loando*, and Reports from *British* Vice-Admiralty Courts, and from Naval *British* Officers, relative to the Slave Trade, from January 1st to December 31st, 1861 - - - - - - - - - - - p. 1

Slave Trade, Class (B.):

[2959.] Correspondence with *British* Ministers and Agents in Foreign Countries, and with Foreign Ministers in *England*, relative to the Slave Trade, from January 1st to December 31st, 1861 - - 147

Occupation of Lagos:

[2982.] Papers relating to the Occupation of *Lagos* - - - - 339

[3003.] Additional Papers relating to the Occupation of *Lagos* - - 365

United States (Slave Trade):

[2988.] Treaty between Her Majesty and the United States of *America*, for the Suppression of the *African* Slave Trade; signed at *Washington* April 7, 1862 - - - - - - - - - - 373

ACCOUNTS AND PAPERS:

1893.

THIRTY-EIGHT VOLUMES.—CONTENTS OF THE

THIRTY-THIRD VOLUME.

N.B.—THE Figures at the beginning of the lines, corresponding with the Nos. at the foot of each Page, and the Figures at the end of the lines, refer to the Nos. Page of the Volumes arranged for The House of Commons.

SLAVE TRADE:

Slave Trade, Class (A.):

[2958.] Correspondence with the British Consuls at Sierra Leone, Havana, the Cape of Good Hope, and Zanzibar, and Reports from Vice-Admiralty Courts at Sierra Leone, Cape of Good Hope, and Zanzibar, relating to the Slave Trade, from January 1st to December 31st, 1891 - - -

Class A.

CORRESPONDENCE

WITH THE

BRITISH COMMISSIONERS

AT

SIERRA LEONE, HAVANA, THE CAPE OF GOOD HOPE, AND LOANDA;

AND

REPORTS FROM

BRITISH VICE-ADMIRALTY COURTS,

AND FROM

BRITISH NAVAL OFFICERS,

RELATING TO

THE SLAVE TRADE

From January 1 to December 31, 1861.

REFORM CLUB
PALL MALL

Presented to both Houses of Parliament by Command of Her Majesty.
1862.

LONDON:
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LOANDA.

No.		Date. 1860	Receipt. 1861	Subject.	Page
26.	H.M.'s Acting Commissioner to Lord J. Russell	Oct. 10	Jan. 26	Report on the Slave Trade ..	24
27.	„ „ ..	Jan. 21	Apr. 10	Cases of Portuguese brigantine "*Equimina*," and French barque "*Don Juan*"	28
28.	„ „ ..	Jan. 24	Apr. 10	Capture of two lanchas, with 33 negroes, by Portuguese	29
29.	„ „ ..	Feb. 8	Apr. 10	Detention of English brig "*Lord of the Isles*," by Portuguese ..	30
30.	„ „ ..	Mar. 8	May 21	Case of "*Lord of the Isles*." Mixed Court has no jurisdiction on East Coast of Africa	31
31.	„ „ ..	Mar. 29	May 21	Release of "*Lord of the Isles*" ..	33
32.	„ „ ..	Apr. 20	June 7	Ships sailing without proper documents	34
33.	Lord J. Russell to H.M.'s Acting Commissioner	July 8	..	"*Lord of the Isles*." Case of ..	36
34.	H.M.'s Acting Commissioner to Lord J. Russell	May 6	July 11	Capture of slave-ship "*Nightingale*," with 960 negroes	36
35.	„ „ ..	May 29	July 31	Slaver captured by "Wrangler," and domestic slaves sent to Island of St. Thomas	37
36.	„ „ ..	June 7	July 31	Capture of slave-ship "*Triton*." Co-operation of British and United States' squadrons	38
37.	H.M.'s Acting Commissioner to Mr. Murray	June 10	July 31	Co-operation of British and United States' ships-of-war in Congo ..	39
38.	Earl Russell to H.M.'s Acting Commissioner	Aug. 22	..	Domestic slaves sent to Island of St. Thomas. Approving note to Governor-General of Angola ..	40
39.	H.M.'s Acting Commissioner to Lord J. Russell	July 7	Aug. 31	Detention of "*Falmouth*," and assembling of United States' squadron at Loanda	41
40.	„ „ ..	July 13	Sept. 10	Capture of a slaver by Her Majesty's ship "Alecto"	41
41.	„ „ ..	Aug. 9	Oct. 12	Recall of United States' vessels-of-war from West Coast of Africa .	41
42.	„ „ ..	Aug. 10	Oct. 12	Disposal of negroes captured by Portuguese cruizer "Dom Pedro V"	43
43.	„ „ ..	Aug. 23	Nov. 4	Reported emigration of free negroes from Loanda to St. Thomas ..	45
44.	H.M.'s Commissioners to Earl Russell ..	Sept. 12	Nov. 12	Mr. Gabriel returned to his post ..	46
45.	„ „ ..	Sept. 15	Nov. 12	"*Tigre*," Portuguese launch, condemned	46
46.	„ „ ..	Sept. 15	Nov. 12	"*Va-Vo*," Portuguese launch, condemned	49
47.	„ „ ..	Sept. 16	Nov. 12	"*Paquete de Moanda*," Portuguese palhabote, condemned	50
48.	„ „ ..	Sept. 16	Nov. 12	"*Palmeira*," Portuguese launch, restored	53
49.	„ „ ..	Sept. 16	Nov. 12	"*Mist*," Portuguese launch, restored	55
50.	„ „ ..	Sept. 18	Nov. 12	"*Paquete*" referred to Tribunal de Prezas	57
51.	„ „ ..	Sept. 20	Nov. 12	Half-yearly Return of cases adjudicated to December 31, 1860 ..	57
52.	„ „ ..	Sept. 28	Nov. 12	"*Lord of the Isles*." Will send full report	59
53.	„ „ ..	Sept. 30	Nov. 12	Joint Report of Mixed Commission for 1860	59
54.	„ „ ..	Oct. 5	Dec. 2	Return of cases adjudicated to June 30, 1861	60
55.	„ „ ..	Oct. 10	Dec. 2	Annual Report on Slave Trade ..	62
56.	„ „ ..	Oct. 16	Dec. 2	Domestic slaves sent to St. Thomas.	65

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

		1860	1861		
57.	Commander Fitzroy to the Secretary to the Admiralty	Nov. 19	Jan. 1	Capture of a brigantine by Her Majesty's ship "Falcon" ..	66
58.	Commodore Edmonstone to Rear-Admiral Sir H. Keppel	Nov. 13	Jan. 2	Revival of Slave Trade to the south of Loanda. Capture of "*Bonetta*"	66

No.		Date.	Receipt.	Subject.	Page
59.	Commodore Edmonstone to the Secretary to the Admiralty	Jan. 1 1861	Feb. 1 1861	Report on Slave Trade on West Coast of Africa not complete. Activity of British and American squadrons	66
60.	Lieutenant Allingham to the Secretary to the Admiralty	Aug. 16 1860	Jan. 28	Capture of a brigantime by "Spitfire"	67
61.	Commander Douglas to the Secretary to the Admiralty	Nov. 26 1861	Jan. 29	Capture of a slave brig by Her Majesty's ship "Espoir" ..	67
62.	Commodore Edmonstone to Rear-Admiral Sir H. Keppel	Jan. 4	Feb. 2	Slave Trade on West Coast ..	67
63.	Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty	Jan. 18 1860	Mar. 6	Capture of "*Clara Windsor*" by Her Majesty's ship "Espoir" ..	69
64.	Lieutenant Gibbons to the Secretary to the Admiralty	Dec. 7 1861	Mar. 15	Boarding of the "*Don Juan*" by Her Majesty's ship "Sharpshooter" ..	70
65.	Commander Smith to the Secretary to the Admiralty	Jan. 24 1860	Mar. 6	Destruction of a brigantine by Her Majesty's ship "Torch" . ..	70
66.	„ „ ..	Nov. 17 1861	Mar. 6	Destruction of a slave-cutter by Her Majesty's ship "Torch" ..	71
67.	Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty	Jan. 18	Mar. 6	Capture of a brig by Her Majesty's ship "Espoir"	72
68.	Commander Bedingfeld to Commodore Edmonstone	Dec. 31 1861	Mar. 11	Slave Trade on West Coast of Africa	72
69.	Captain Craufurd to Commodore Edmonstone	Jan. 21	Mar. 16	Boarding of "*Nancy*" by Her Majesty's ship "Archer"	73
70.	Commodore Edmonstone to the Secretary to the Admiralty	Mar. 17	Apr. 16	"Bloodhound" sent to Niger to escort Mr. McGregor Laird's expedition	73
71.	Commander Smith to the Secretary to the Admiralty	Apr. 21	May 15	Capture of a slaver by Her Majesty's ship "Torch"	76
72.	Commodore Edmonstone to the Secretary to the Admiralty	Mar. 24	May 22	Report on Slave Trade on West Coast of Africa from July to December 1860	76
73.	„ „ ..	May 7 1860	June 17	Slave Trade in Rio Pongas ..	83
74.	Commander Skipwith to Commodore Edmonstone	June 30 1861	June 29	Slave Trade in Northern Division of West Coast	84
75.	Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty	Apr. 27 1860	June 29	Capture of a slaver by Her Majesty's ship "Torch"	84
76.	Captain Craufurd to Commodore Edmonstone	Dec. 14 1861	June 29	Boarding of "*Virginian*" by Her Majesty's ship "Archer" ..	85
77.	Commodore Edmonstone to the Secretary to the Admiralty	May 24	July 13	Death of Consul Foote	86
78.	„ „ ..	May 28	July 13	Treaty signed by King and Chiefs of Porto Novo	86
79.	Commander Douglas to the Secretary to the Admiralty	June 3	July 16	Boarding of United States' brigantine "*African*" by Her Majesty's ship "Espoir"	87
80.	Commander Smith to Commodore Edmonstone	June 14	July 16	Capture of a slaver off Gallinas bar by Her Majsty's ship "Torch" ..	87
81.	Commodore Edmonstone to the Secretary to the Admiralty	June 10	Aug. 1	Boarding of American brigantine "*African*" by Her Majesty's ship "Arrogant"	88
82.	„ „ ..	July 4	Aug. 1	Capture of slavers "*Flight*," "*Ardennes*," "*Jacinta*," "*Nightingale*," and "*Triton*"	88
83.	Commander Smith to Commodore Edmonstone	July 13	Aug. 14	Capture of "*Diana*" by Her Majesty's ship "Torch"	89
84.	Commander Douglas to Commodore Edmonstone	July 2	Aug. 14	Boarding of United States' brigantine "*African*" by Her Majesty's ship "Espoir"	89
85.	Commander Bedingfeld to the Secretary to the Admiralty	May 28	Aug. 17	Capture of "*Jacinta*" by Her Majesty's ship "Prometheus" ..	89
86.	Commander Raby to the Secretary to the Admiralty	July 13	Sept. 12	Capture of a brigantine by Her Majesty's ship "Alecto" ..	90
87.	Commander Wratislaw to the Secretary to the Admiralty	July 7	Sept. 16	Boarding of United States' brigantine "*African*" by Her Majesty's ship "Ranger"	90
88.	„ „ ..	July 15	Sept. 16	Ditto	90
89.	Rear-Admiral Sir B. Walker to the Secretary to the Admiralty	Sept. 20	Nov. 5	"*Flight*" captured by Her Majesty's ship "Falcon"	91
90.	Commodore Edmonstone to the Secretary to the Admiralty	July 20	Nov. 5	Proceedings of squadron on West Coast of Africa	91
91.	„ „ ..	Sept. 22	Nov. 14	Correspondence between Commander Raby and United States' Flag Officer Inman	101
92.	„ „ ..	Sept. 22	Nov. 16	Liberation of 11 Africans purchased by a Dutch merchant	102
93.	„ „ ..	Sept. 22	Nov. 21	English schooner "Shark" destroyed by natives in the Congo	103

No.		Date. 1861	Receipt. 1861	Subject.	Page
94.	Commodore Edmonstone to the Secretary to the Admiralty	Oct. 28	Dec. 14	Boarding of "*J. J. Cobb*" by Her Majesty's ship "Arrogant" ..	105
95.	Commodore Edmonstone to Rear-Admiral Sir B. Walker	Oct. 29	Dec. 17	Commander Douglas' report on Niger expedition	107
96.	Captain Walker to Mr. Hamilton ..	Sept. 28	Dec.	Abstract of journal of steam-ship "Sunbeam," during the expedition up the River Niger in 1861 ..	111
97.	Commodore Edmonstone to the Secretary to the Admiralty	Nov. 2	Dec. 19	Report on proceedings on West Coast of Africa	125

EAST COAST OF AFRICA STATION.

		1860	1861		
98.	Commander Oldfield to the Secretary to the Admiralty	Dec. 31	June 29	Export of slaves from dominions of Sultan of Zanzibar	129
99.	Commander Buckley to Rear-Admiral Sir H. Keppel	Dec. 31	June 29	Slave Trade on East Coast ..	129
100.	Captain De Horsey to the Secretary to the Admiralty	Dec. 31	June 29	Slave Trade should be put a stop to between the ports of the Sultan of Zanzibar	130
		1861			
101.	Captain Crawford to the Secretary to the Admiralty	Mar. 4	May 17	Capture of Arab dhow "*Buswahi*" with 272 slaves	130
102.	Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty	Apr. 22	July 1	Ditto	131
103.	„ „ ..	Apr. 27	July 1	Capture of the "*Formosa Estrella*"	131
104.	Commander Stirling to Commander Crawford	June 26	Oct. 2	"*Theresa*," Portuguese slaver, captured by Her Majesty's ship "Wasp"	131
105.	Lieutenant-Colonel Rigby t oRear-Admiral Sir B. Walker	Apr. 9	Oct. 20	Proceedings of Her Majesty's ship "Lyra"	132
106.	Rear-Admiral Sir B. Walker to the Secretary to the Admiralty	Sept. 19	Nov. 8	French vessels still engaged in purchasing slaves on East Coast of Africa	133

NORTH AMERICA AND WEST INDIA STATION.

		1861	1861		
107.	Commodore Dunlop to the Secretary to the Admiralty	May 6	..	Judge of Vice-Admiralty Court at Jamaica has no jurisdiction over two vessels captured by "Barracouta" in 1860	136
108.	Rear-Admiral Sir A. Milne to the Secretary to the Admiralty	Feb. 21	Mar. 20	Act of piracy on board the United States' barque "*William*" ..	136
109.	Commander Wood to Rear-Admiral Sir A. Milne	Feb. 22	June 6	Respecting capture of "*Lola*" and "*Castilla*"	138
110.	Rear-Admiral Sir A. Milne to the Secretary to the Admiralty	June 9	..	Regret that decision of Vice-Admiralty Court at Jamaica respecting two vessels captured by "Barracouta" has been delayed so long.	139
111.	„ „ ..	Aug. 7	Aug. 21	Commander Wood's proceedings on recent visit to Bahama Islands ..	139

CORRESPONDENCE

WITH

BRITISH COMMISSIONERS.

SIERRA LEONE.

No. 1.

Her Majesty's Judge to Lord J. Russell.—(*Received February* 12, 1861.)

My Lord, *Sierra Leone, December* 31, 1860.

I HAVE the honour to acquaint your Lordship, that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending this day.

I have, &c.
(Signed) G. SKELTON.

No. 2.

Her Majesty's Judge to Lord J. Russell.—(*Received February* 12, 1861.)

My Lord, *Sierra Leone, December* 31, 1860.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and consequently that none have been registered, by the Courts of Mixed Commission at this station, during the half-year ending this day.

I have, &c.
(Signed) G. SKELTON.

No. 3.

Her Majesty's Judge to Lord J. Russell.—(*Received February* 12.)

My Lord, *Sierra Leone, January* 18, 1861.

I HAVE the honour to transmit herewith to your Lordship, a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony, during the half-year ending on the 31st of December last, under the Act 2 & 3 Vict., cap. 73.

I have, &c.
(Signed) G. SKELTON.

Inclosure in No. 3.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and Adjudicated by the Vice-Admiralty Court at Sierra Leone, from July 1 to December 31, 1860.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or prosecution instituted.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
			1860	Lat. Long.			1860				Under rule 2 of 17 & 18 Vict., c. 104, s. 22.				
Unknown	None ...	Joseph Ross ...	Nov. 10	7° 10′ N. 12° 40′ W.	Brig and stores ...	Sholto Douglas, H. M. S. "Espoir"	Nov. 29	...	...	...	198 $\frac{37}{100}$ tons	Forfeiture ...	2 & 3 Vict., cap. 73	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the military chest	Vessel equipped for Slave Trade; had neither papers nor colours.
Unknown	None ...	Unknown ...	Nov. 15	6° 48′ S. 11° 57′ E.	Cutter and stores ...	F. H. Smith, H. M. S. "Torch"	Dec. 13	...	...	...	8 & 9 Vict., c. 89, s. 19. 196 $\frac{28}{100}$ tons	Forfeiture ...	2 & 3 Vict., cap. 73	Two chain cables, 1 bag wooden spoons, 25 tin dishes, 1 chronometer, 1 quadrant, 2 compasses, 1 boom-mainsail, 1 forestay-sail, sold by public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor	This vessel on survey was reported unseaworthy, and after removing the goods mentioned as sold, she was totally destroyed by fire.
Clara Windsor ...	None ...	Don Antonio ...	Dec. 14	4° 44′ S. 14° 21′ W.	Barque, staves, and stores	Sholto Douglas, H. M. S. "Espoir"	...	677	...	...	... ...	... ...	... ...	... ...	Up to the time of making this Return this case had not been adjudicated.

Sierra Leone, January 17, 1861.

(Signed) THOMAS MARSTON, *Registrar.*

No. 4.

Her Majesty's Judge to Lord Wodehouse.—(*Received August* 12.)

My Lord, *Sierra Leone, July* 1, 1861.

I HAVE the honour to acquaint your Lordship that no case has come before the British and Netherlands, British and Spanish, British and Argentine, British and Uruguayan, British and Bolivian, British and Chilian, British and Equatorial Mixed Courts of Justice, established in this Colony for the prevention of the illicit Traffic in Slaves, during the half-year ending the 30th June last.

I have, &c.
(Signed) G. SKELTON.

No. 5.

Her Majesty's Judge to Lord J. Russell.—(*Received August* 12.)

My Lord, *Sierra Leone, July* 1, 1861.

I HAVE the honour to acquaint your Lordship that no slaves have been emancipated, and, consequently, that none have been registered, by the Courts of Mixed Commission at this station during the half-year ending the 30th of June last.

I have, &c.
(Signed) G. SKELTON.

No. 6.

Her Majesty's Judge to Lord J. Russell.—(*Received September* 10.)

My Lord, *Sierra Leone, August* 10, 1861.

I HAVE the honour to transmit herewith to your Lordship a Return of the vessels captured on suspicion of being engaged in the Slave Trade, which have been adjudicated by the Vice-Admiralty Court in this Colony during the half-year ending on the 30th June last, under the Acts 5th Geo. IV, cap. 113, and 2nd and 3rd Vict., cap. 73.

I have, &c.
(Signed) G. SKELTON.

Inclosure in No. 6.

RETURN of Vessels captured on suspicion of being engaged in Slave Trade, and adjudicated by the Vice-Admiralty Court at Sierra Leone, from January 1 to June 30, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total Number emancipated.	Tonnage, English.	Decretal part of Sentence, whether Forfeiture or Restitution.	Statute under which Sentence was passed, or Prosecution instituted.	Whether the property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
			1860	Lat. Long.			1861								
Clara Windsor	None	Don Antonio	Dec. 14	4° 44′ S 14° 21′ W.	Barque, slaves and stores	Sholto Douglas, Esq., Commander of Her Majesty's ship "Espoir"	Jan. 15	677	87	590	Under rule 2 of 17 & 18 Vict., c. 104, s. 22, $218\frac{35}{100}$ tons	Forfeiture	2 & 3 Vict., c. 73	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest.	Vessel equipped for Slave Trade, with slaves on board; had neither papers nor colours.
Unknown	None	Mahamodoo	1861 Jan. 11	Near Bance Island, within the waters of Sierra Leone	One canoe and 11 slaves	Thomas Pike, Esq., Harbour-master	Feb. 4	11	...	11	... ...	Ditto	5 Geo. IV, c. 113	Canoe and effects sold by public auction; proceeds not sufficient to cover expenses; deficiency to be paid by captor.	The delay between dates of seizure and condemnation caused by severe illness of captor.
Unknown	None	Unknown	Jan. 19	In a narrow creek, 22 miles up the Pongas river	Brigantine	F. H. Smith, Esq., Commander of Her Majesty's ship "Torch"	Feb. 2	...	...	...	Under [s. 19, 8 & 9 Vict., c. 89, $147\frac{11}{100}$ tons	Ditto	2 & 3 Vict., c. 73	No effects were brought out of this prize.	This vessel was aground, and could not be got afloat; she was entirely consumed by fire; she had no stores on board, but was fitted and equipped for the Slave Trade.
Unknown	None	Unknown	Apr. 14	In the River Bramiah	Schooner and stores	Ditto	Apr. 27	...	...	...	Under rule 2 of 17 & 18 Vict., c. 104, s. 22, $51\frac{18}{100}$ tons	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest.	Vessel equipped for Slave Trade; had neither papers nor colours.
Flight ...	None	Unknown	May 19	3° 56′ S. 14° 31′ W.	Brig and stores ...	A. C. F. Heneage, Esq., Commander of Her Majesty's ship "Falcon"	June 8	538	43	495	... ...	Ditto	Ditto	Vessel broken up; materials and effects sold at public auction; net proceeds paid into the Military Chest, July 25, 1861.	Vessel equipped for Slave Trade, with slaves on board; had neither papers nor colours.
Unknown	None	Unknown	June 13	Inside the bar of the Gallinas river	Topsail-schooner and stores	F. H. Smith, Esq., Commander of Her Majesty's ship "Torch"	...	...	...	...	... ...	... ...	... ...	... ...	This vessel had not been adjudicated up to date of this Return.

Sierra Leone, July 1, 1861.

(Signed THOMAS MARSTON, *Registrar.*

No. 7.

Her Majesty's Judge to Earl Russell.—(Received November 11.)

(Extract.) *Sierra Leone, September 30, 1861.*

I HAVE the honour to lay before your Lordship my Report for the year ending on this day, together with such information respecting the Slave Trade on the West Coast of Africa as I have been able to procure.

During the above period one case has been adjudicated by the British and Foreign Mixed Courts of Justice established in this Colony, that of the Uruguayan barque "*Constancia*," which vessel was condemned by the British and Uruguayan Court on the 29th November, 1860, on the ground of being at the time of her capture equipped for and engaged in the Slave Trade.

The total number of cases adjudicated by the Mixed Courts up to the present date amounts to 533, and the number of slaves emancipated and registered by these Courts remains the same as at the date of my last Annual Report, namely, 56,935.

During the year seven vessels have been condemned in the Vice-Admiralty Court of this Colony under the Act of 2 and 3 Vict., cap. 73: of these vessels five were fully equipped for the Slave Trade, and the other two had slaves on board amounting to the united number of 1,215, of whom 130 died before adjudication, and the remainder, 1,085 in number, have been emancipated and registered.

Besides the above cases one native canoe only, with 11 slaves on board, captured in British waters in the Sierra Leone river, has been condemned in the Vice-Admiralty Court; these 11 slaves make up the entire number of slaves emancipated during the year to 1,096.

Of the seven vessels referred to, three, including those with slaves on board, were captured to the south of the line; of the other four, two were captured in the Gallinas and its neighbourhood, one in the River Pongas, and one in the Bramiah, one of the branches of that river, all were condemned as being without papers or colours.

It appears clear, from the fact of two slavers having been captured in the Pongas and its neighbourhood, that the Slave Trade still exists in that river, though I have not heard of any vessel having got away with a cargo of slaves. It is, however, very difficult to obtain any reliable information respecting the state of things in the Pongas.

With respect to the Gallinas, I am not in possession of any information beyond what I have already reported respecting the capture of two slavers, one in the river, and the other in its vicinity.

With regard to the Slave Trade in the Bights, I have heard that, subsequent to the taking of Porto Novo, the King of Dahomey had collected 1,000 slaves at Whydah: that part of the station has, however, been vigilantly watched by our cruizers, and with the exception of a vessel which escaped with a cargo of slaves from the neighbourhood of Whydah in April last, I have not heard of any slaves having been carried away from the Bights of Benin and Biafra.

On the South Coast the Slave Trade has continued to be actively carried on, especially since the withdrawal from the station of the United States' squadron, which had for some time previously been acting energetically for its suppression, and had in the early part of this year captured three American vessels, one with 900 slaves on board, and the other two on the ground of equipment.

With regard to the number of slaves supposed to have been carried away from the South Coast, I am not in possession of any information. I have received authentic intelligence of five vessels only having escaped with cargoes of slaves from Loango and the Congo during the first six months of this year; but I have been informed by Commodore Edmonstone that he believes that others, of whom we have no information, have eluded the vigilance of our cruizers, and have escaped with slaves from that neighbourhood.

HAVANA.

No. 8.

Her Majesty's Commissary Judge to Lord J. Russell.—(*Received January* 31, 1861.)

My Lord, *Havana, December* 31, 1860.

I HAVE the honour of reporting to your Lordship that no emancipated negroes have been sent from this to Jamaica during the year ended this day.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 9.

Her Majesty's Commissary Judge to Lord J. Russell.—(*Received January* 31.)

My Lord, *Havana, January* 1, 1861.

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st of January and the 1st of July in each year, I have the honour to report that there was no case brought for adjudication before the Mixed Court of Justice at this place during the last six months.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 10.

Her Majesty's Commissary Judge to Lord J. Russell.—(*Received March* 11.)

(Extract.) *Havana, February* 5, 1861.

IT is again my disagreeable duty to state to your Lordship that the Slave Trade continues to be carried on from this island upon the most extensive scale, and that so far from its having become odious in the opinion of the public, there are more persons, even of capital and influence, engaged in it than ever.

This state of things, which began soon after the ratification of the Treaty with Spain for the abolition of the Slave Trade, has gone on and continues, and it is now most thoroughly systematised (by a tariff in some instances, the charge being paid to an agent), and the blood-money is divided according to a scale, the higher and lower officials receiving each their proportions.

At the date of the Treaty with Spain for suppression of the Slave Trade, the mortality of that unfortunate race was estimated variously at from 7½ to 10 per cent. per annum. That Treaty, and our efforts to check the Traffic, had the effect of raising the price, and consequently it produced better treatment of the slaves, and a diminution of the average mortality to about 5 per cent.

Upwards of twenty-five years have elapsed; and it will be evident to your Lordship that had there not been a continuous and enormous importation of Africans, slavery would, at this date, have been almost extinct in Cuba, instead of there being really more slaves now in this island than there were in 1835.

General Concha, notwithstanding the immense number of slaves which were imported during the long period of his second appointment here, assured his Government that slave-trading was almost put an end to; whereas, in reality, the Traffic during that period of his Excellency's administration was carried on with much more vigour and success than it had been in the time of General Roncali. I

regret to say that it is fully as extensively prosecuted now, under the government of General Serrano.

The vessels employed in carrying on the Slave Trade have mostly been American-built, ships well known for their sailing qualities being of course preferred, and these were sought after and purchased here and elsewhere, their fittings and Spanish crews were put on board here and at the outports, or neighbouring cays, whence they proceeded on their voyage to Africa; but since the year 1858, when there was such outcry about our cruizers in these waters boarding American ships, the Traffic has been almost exclusively carried on by vessels under that flag, which fit out and sail from the United States, and such has been the effect of the impunity enjoyed by the slave-traders, that the American masters and crews no longer hesitate to continue on board, and have brought all their energies and cunning into operation to avoid their own Government cruizers, as well on the coast of Africa as in the waters of Cuba, from the last mentioned of which, all Her Majesty's vessels of war have been withdrawn for the last two years.

The number of Spanish ships has consequently become small that are engaged in the Traffic.

Under the flags of other nations there are slavers now and then, such nationality being assumed for the purpose of evading Her Majesty's and the United States' cruizers.

Lately some adventurers have proceeded to the Slave coast under the flag of France, and the ship "*Don Juan*," that left this port 11th of August last, has just succeeded in landing her cargo of 607 slaves. The master, Gallet (a member of the Legion of Honour), and the crew, after destroying the ship, landed at Cardenas, were from thence sent on prisoners to this place, and, without any investigation, they were placed at the disposition of the French Consul-General; their story, that the ship had sprung a leak and that they had been obliged to abandon her at sea on her voyage to China was, it seems, believed by the authorities.

The difficulty the slavers have to contend with is, their capture on the Coast of Africa. There is, I believe, no instance of a slaver escaping with her cargo from thence, being unable to effect a landing here; some few, it is true, have been fallen in with and captured by Spanish ships of war, but with these exceptions they have always been able to bribe the local authorities; and although the head or blood-money which it costs them to land their slaves is an enormous tax, the price obtained for Bozals has been such, for some time past, as is highly remunerative.

Lucumis have averaged 1,200 dollars each at the place of landing, so there is a large margin for the adventurer wherewith to meet the expenses, which I thus estimate:—

	Dollars.
Cost of vessel and provisions	25,000
Cost of 500 negroes at 50 dollars	25,000
10 per cent. mortality	2,500
Wages and gratifications to master and crew	30,000
Blood-money for landing 450 slaves, at 120 dollars each	54,000
	136,500
1 year's interest till paid, at 10 per cent. per annum	13,650
	150,150
Sale of 450 slaves at 1,200 dollars each	540,000
Profit on the adventure	389,850

But the actual outlay in case a slaver is captured empty, but fully equipped, is only the cost of the ship, provisions, and interest thereon, say, 27,500 dollars, because the wages and gratifications are contingent, payable only if the adventure is successful; the loss by capture with the negroes on board would amount to 55,000 dollars, and no more. Consequently it will be evident to your Lordship that the safety of one adventure amply repays the slave-trader for the loss of ten of his vessels if taken without slaves on board, or for five which may be captured after shipment of the negroes at the coast: facts which sufficiently account for the increase and continuance of this detestable Traffic.

I have shown your Lordship the temptations there are for launching into the African Slave Trade; that the slaver can suffer ten captures of ships equipped, or five of ships with the negroes on board, for one successful adventure. I have shown how one successful adventure enriches the Spanish authorities who connive at the Traffic, consequently demonstrating the interest they feel in its continuance; and that the Island of Cuba is now the only market for slaves in the Western World.

It has been argued, as an excuse for the representatives of the Spanish Government here in Cuba, that such is the necessity for labour, and the consequent odium of the inhabitants of any stringent measures which might be adopted for prevention of the Slave Trade, such as the seizure of newly-imported negroes and the punishment of the traders, that, were they to be put in force, they would give rise to disaffection, and might endanger the safety of the island.

I am quite satisfied that this is not only a groundless apprehension, but it is an invention connected with the dread of the carrying out of any measures for suppression of the Traffic, putting an end to the sources of enormous gains resulting from the bribery and corruption which at present exists.

The Government of Spain, if resolved to put an end to the Slave Trade, and fulfil their obligations to Great Britain under the Treaty for its suppression, has the means here at command; they can do it whenever they please, and it would not affect their dominion of the island, nor endanger its safety as a dependency of Her Catholic Majesty.

Nor is it a wise policy which is practised by Spain in conniving at the introduction of slaves, and the continued infractions of the Law and the Treaty for the suppression of that unholy Traffic. On the contrary, I think that the calculations which I am about to adduce will prove to your Lordship's satisfaction that it must be productive of the most ruinous consequences, and that the Cubans cannot compete, in the growth and manufacture of sugar, with the free labour of the British Islands.

The present cost price of the Bozal negro is 1,200 dollars. This is the basis of the following note of the annual cost of a slave so paid for, viz.:—

	Dollars.
Interest at 15 per cent.	180
Mortality, 25 per cent.	300
1½ year's instruction divided over 20 years, estimated duration of life, 7½ per cent. of cost	90
Food, clothing, and medical attendance, at 10 dollars a month	120
Cost of a year's slave labour	690

Or 57 dollars 50 cents a-month, equal to 11*l.* 10*s.*, or 8*s.* 10*d.* for each of the 313 working days in a year!

I respectfully submit to your Lordship that no agricultural produce will be sufficient for such wages, and that ruin must follow to all who are engaged in such enterprises.

The advocates of slavery will say, perhaps, that the above calculation is extravagant. My answer is, that the price has of late been very currently paid for Bozal negroes; that money cannot be raised by the planters so cheap as 15 per cent. per annum; that the mortality frequently exceeds 25 per cent., and is seldom less; that the period for instruction is not over-rated, and is founded on information I have obtained from experienced planters; and that, at the most exorbitant prices of every necessary here, the slave cannot be clothed, fed, and attended to for less than my estimate.

Turn we, then, to an estimate of the cost of labour by the Chinese coolies, of which I do myself the honour of presenting to your Lordship the following estimate.

Cost of a contract for eight years, 340 dollars:—

	Dollars.
Interest at 15 per cent. on year	51
Wages 4 dollars, food, clothing, and medical attendance 10 dollars	168
Mortality, 5 per cent.	17
Instruction, 6 months on 8 years	21
Total annual cost of labour	257

Or 21 dollars 41 cents, or 4*l.* 5*s.* 9*d.* per month, equal to about 3*s.* 3*d.* a-day, of the 313 working days there are in a year, which compares very unfavourably with the price of labour in Her Majesty's West India Colonies.

It is possible that, if Her Catholic Majesty's Government could be convinced of the gradual, but no less certain, ruin of the whole agricultural interests in Cuba to which such wrong policy must lead, they would issue orders to be carried into effect, at all hazards, for suppression of the Slave Trade.

But I must respectfully observe to your Lordship, that should a proposal which has been made to that Government, and which is now being urged by every means and influence at Madrid, be approved, the object of which is, the importation of negroes from Africa, under contracts for a period of years, as free labourers, the

parties here, projectors of this speculation (for it is nothing else), are well aware that the negroes in Africa will not willingly contract themselves to come here and work; and I have good reason for stating to your Lordship that their plan is, to contract with the Kings for all the prisoners they can deliver at certain places at so much for each, and the farce of a contract is to be enacted, when, in reality, the basis is slavery, and every negro has been paid for by the Company that is to engage in this new deception, which is only awaiting the sanction of the Spanish Government to be carried out on a very extended scale, by parties of great wealth and influence.

I shall conclude this despatch by inclosing to your Lordship a short statement of the slaves introduced successfully, and of those captured during the past year of 1860, intelligence of which has reached this office resulting as follows:—

		Captured.
Landed..	18,671	3,642
Add one-third	6,224	
Total	24,895	3,642

And it appears by the Consular archives, that upwards of 50,800 Chinese have been brought here since the year 1847, nearly all of whom, with exception of the usual mortality, remain, and, in general, they are not desirous of returning to their own country.

P.S.—The slaves are worked on Sundays as well as week days; so for them there are 365 days in the year, which reduces the cost of their labour to their masters to 7*s.* 6*d.* a-day.

Reducing the allowance for deaths to 10 per cent., which is very much under the mark for new negroes, the cost of labour on 365 days in the year comes to 5*s.* 6*d* a-day.

Putting the cost of the Bozal at 600 dollars, or half of what has of late been currently paid by the planters, and mortality at 10 per cent., the slave labour comes to 3*s.* 6*d.* a-day.

On the above calculations there is no allowance for sickness, &c., and the most intelligent planters rate this at 1 and 1½ days a-week.

Inclosure in No. 10.

ABSTRACT of the Number of Slaves known to have been landed in Cuba during the Year 1860; Proportion captured, &c.

	Number of Slaves Landed.	Number Captured.	Taken to Nassau.
Reported from 1st January to 30th September ..	12,060	1,433	364
Landed from 30th September to 31st December ..	6,611	2,209	
	18,671	3,642	364
Add one-third	6,224		
Totals	24,895	3,642	364

(Signed) JOS. T. CRAWFORD, *Commissary Judge.*

Havana, December 31, 1860.

No. 11.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received July 29.)

My Lord, *Havana, June* 10, 1861.

HER Majesty's steam-sloop "Barracouta," William Wood, Esq., Commander, arrived here from Port Royal, Jamaica, on the 18th ultimo with two brigs, the "*Lola*" and another (name said to be unknown) supposed to be the "*Castilla*," both carrying the Spanish coaster-flag, which vessels the Commander had detained in October last year, on

suspicion of their being about to be engaged in the Slave Trade, taking them to Jamaica, where they were libelled in the Court of Admiralty; but the Judge, finding that the said vessels were not disentitled to the protection of the Spanish flag, decreed in conformity, and after seven months' detention at Port Royal they were sent here for adjudication in the Mixed Court.

I have the honour of laying before your Lordship a translation of the sentence pronounced by the Spanish Judge and myself, dated the 1st instant, which declares the detention unjustifiable and absolves the vessels, masters, and crews.

There is no doubt whatever that both the "*Lola*" and "*Castilla*" were regularly dispatched by the competent authority on lawful coasting voyages, and it is to Commander Wood's inexperience of the documents usually carried by the coasters of this island, that the mistake he made of taking the vessels to Jamaica is attributable. Fallen in with at a considerable distance from the mainland of Cuba, they neither of them having any log-books or certificates of Spanish registry, their licenses for the voyage being the only documents presented by the masters, and those licenses for the voyages on which they originally were issued having expired, the indorsements which renewed them for the voyages on which the vessels were actually proceeding when fallen in with by the "Barracouta" might easily escape Commander Wood's notice and lead him to the conclusion that their papers were not in order, nor such as he had seen on board of Spanish sea-going ships, which, indeed, would have been right, had the "*Lola*" and "*Castilla*" not been, as they were, coasters or droghers of the island.

The hogshead shooks found on board, which the Commander supposed might be set up and turned into pipes for water, was suspicious, if not very minutely examined so as to ascertain the difference between sugar or molasses casks and water-pipes, and it most likely did not enter into Commander Wood's ideas that the Cuban coasters frequently take in cargoes of timber, for which purpose many of them, like the "*Castilla*," have enlarged hatches.

Had Commander Wood not been of opinion that the "*Lola*" and "*Castilla*" were vessels not entitled to Spanish protection, he would not have taken them to Jamaica; and it is much to be regretted that he did so, because their long detention there will involve a very large amount of claim for demurrage and damages on the part of the owners, much of which would, however, have been saved, had the Admiralty Court sooner determined the question or doubt of its jurisdiction, and the vessels been at once sent here to the Mixed Court, where your Lordship will observe that a few days sufficed for their trial.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 11.

Decree in the case of the Spanish brig "Lola."

In the Vice-Admiralty Court of Jamaica.

AT a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, Friday, the third day of May, in the year of our Lord one thousand eight hundred and sixty-one, before the worshipful Alexander Heslop, Esq., Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel called the "*Lola*," of about 157 tons burthen, whereof Antonio de Cueta was the master or reputed master, her tackle, furniture, and apparel, and a quantity of cargo on board of her, seized by William Wood, Esq., Commander of Her Majesty's steam-sloop "Barracouta," in behalf of himself, his officers, and crew;

The Judge, on the motion of Mr. Williams, Her Majesty's Advocate-General in this Court of Counsel, on behalf of Her Majesty, having referred to the certificates of proof heretofore filed, and remaining in the Registry of this Court, that the said brig or vessel called the "*Lola*" was a Cuban coasting vessel, and consequently not shown to be disentitled to the protection of the Spanish flag; and having heard the Advocates on both sides thereon, and also having referred to the Acts of the Imperial Parliament of the 6 and 7 Wm. IV, cap. 6, and 2 and 3 Vict., cap. 73, and to the several affidavits and documents heretofore filed on behalf of the captors and claimants, and respectively remaining in the Registry of this Court, declared and pronounced, that with respect to the application for condemnation and forfeiture of the said brig or vessel called the "*Lola*," her tackle, furniture, and apparel, and the cargo on board of her, this Court has no jurisdiction, the case not falling within the provisions of the last-mentioned Act.

(Signed) EDWARD B. LYNCH,
Registrar of the Vice-Admiralty Court of Jamaica.

The Queen *against* the "*Lola*."

THE Act of the Imperial Parliament, 6 and 7 Wm. IV, cap. 6, was passed for carrying into effect the Treaty between His late Majesty and the Queen Regent of Spain, concluded on the 28th June, 1835, and ratified on the 27th August, 1835. That Treaty stipulated for the establishment of Courts of Mixed Commissions, in which

Spain and the United Kingdom should be respectively represented, and which should adjudicate upon all such merchant-vessels of the two nations as might be seized by the authorized cruizers of either, upon reasonable suspicion of being engaged in the Traffic in Slaves.

By a subsequent Act of Parliament, passed in the year 1839 (as 2 and 3 Vict., cap. 73), the Commanders of Her Majesty the Queen of England's ships specially commissioned for that purpose, were authorized to detain, seize, and capture, and to bring to adjudication in any Vice-Admiralty Court, any vessels engaged in the Slave Trade, not being justly entitled to claim the protection of the flag of any State or Nation.

The question now arises, probably for the first time, and certainly for the first time in this Court, what is the construction to be put upon the words "justly entitled?"

The circumstances of fact under which this question arises, are in substance these:—

On the 14th of October last, the brigantine "*Lola*" was descried sailing to the eastward, off the north coast of Cuba, and distant from the mainland about fifteen miles. She showed Spanish colours, and on being boarded, in accordance with the terms of the Treaty with Spain, certain papers (chiefly seamen's licenses and passengers' passports) were produced, which were eventually seized along with the vessel, and are now in the Registry of this Court.

The only document from which it is possible to infer a national character in the ship, is a license dated on the 31st of July, at the Havana, for Cueta, the master, to sail in the "*Lola*" for Matanzas and Gibara. Don José Ramon Salagar is therein mentioned as owner, and the license was to be valid for that voyage only. The "*Lola*" never returned to the Havana after the 31st of July, when she sailed in pursuance and under the authority of the license; but, on the contrary, having first sailed to Matanzas, and thence to Gibara, and thence further to Barriay (an inlet apparently, not a port of either entry or clearance), she returned to Gibara, whence, on the 16th of September, she cleared for Matanzas.

It is to be observed that the license under which she sailed from the Havana notes that the owner had given security in 8,000 dollars, that during that licensed voyage she should not, nor should her Commander, engage in the Slave Trade.

On the 6th of October she cleared from Matanzas, not for Havana, to the westward, but for Gibara, to the east, and two of her crew "disembarked at the last moment" before clearing. Here then was a vessel of $175\frac{6}{10}$ tons, so far, at least apparently, adapted for the Slave Trade as that security should be required of her alleged owner, Señor Salagar, by the licensing authorities against his entering upon that Traffic, contrary to the stipulations of the Treaty between Spain and England. She is found upon the high seas without shipping articles or log-book, and also without certificate of registry, or any other document other than the license above-mentioned, from which her ownership could be conjectured.

The IVth Article of the Treaty clearly contemplates the keeping of a log-book on board of all vessels similar to the "*Lola*," inasmuch as by the third sub-section of that Article it is provided that "if it appears from the search that the papers of the vessel are in regular order, and that it is employed in licit objects, the officer shall enter in the log-book of the vessel that the search has been made in pursuance of the especial orders, and the vessel shall be left at liberty to pursue its voyage." On the part of the captors, it is alleged too, that the build of the ship, and the extraordinary size of her hatches, lead to the conclusion that she was built for, or at least adapted to, the Slave Trade. The cargo consisted in part of 548 packets of staves, one case of medicines, 5,000 hoops, ten seroons of jerked beef, six bags of rice, one corn-thresher, one corn-mill, funnel, and wheel, five kegs of nails, and twenty bundles of thin iron hoops, and a considerable quantity of planking, the latter not included in the only bill of lading which has been produced. That bill of lading was not delivered together with the other papers on board the ship, and was only produced appended to the affidavit of the master or patron.

These and other circumstances of suspicion would induce me to require further evidence as to the ship's not being engaged in a Slave Trade enterprise, were I satisfied that she is not entitled to claim the protection of the Spanish flag; but that is the preliminary question to be determined before I can either exercise or repudiate jurisdiction.

Now the Slave Trade is not piracy; or any other offence by the law of nations, nor am I aware of any doctrine, or authority in that law, which authorizes one independent State to define or limit the rules which another nation shall prescribe to its subjects for the navigation of vessels in their possession over the highway of all nations, or to assume a jurisdiction over such vessels, even though it be clear that they are engaged in a Traffic prohibited by the law of the country of which the navigators are subjects. On the contrary, any such doctrine seems to me to be in direct conflict with the fundamental principle, that every independent State has the inherent sole authority of regulating the exercise by its own subjects of all rights naturally common to mankind, and of punishing the infringement of such regulations, according to its own laws, or the provisions of its compacts with other nations.

As, then, I think that the right to the protection of the Spanish flag is one dependent upon Spanish law only, that law must be supplied to me upon proof as a matter of fact. Under these circumstances, I decline to make any adjudication until I am satisfactorily informed of the Spanish law applicable to such a ship sailing under the circumstances above detailed; being satisfied that if this vessel be entitled to the protection of the Spanish flag, the validity or invalidity of the capture must be determined by the Court of Mixed Commission at Havana.

(Signed) ALEXANDER HESLOP, *Judge.*

December 29, 1861.

P.S.—If the claimants are desirous of getting possession of the vessel and cargo, and will give responsible security to reproduce the ship, if condemned, and to pay to the captors the amount of value (to be estimated) of the cargo in the like case, they will be allowed to do so.

(Signed) ALEXANDER HESLOP, *Judge.*

Inclosure 2 in No. 11.

Decree in the case of the Spanish brig "Castilla."

The Queen *against* the Brig or Vessel name and nation unknown.

IN this case precisely the same question of law arises as in that of the "*Lola*," the circumstances of fact being in most respects similar. The vessel, when seized, was without a license, or rather had on board a license which had already expired prior to her leaving the Havana on the 10th of October. I shall pursue the same

course, therefore, in this case as in that of the "*Lola*," and it may be as well to intimate that, together with any certificate or statement of the Spanish law to be laid before me, I shall expect to see the statement of facts upon which that law is declared. Every facility, therefore, will be afforded both the claimants and the captors in obtaining certified copies of all the documentary evidence in the Registry in both cases.

(Signed) ALEXANDER HESLOP, *Judge.*

December 31, 1860.

In the Vice-Admiralty Court of Jamaica.

At a Court holden at the town of Saint Jago de la Vega, in the Island of Jamaica, on Friday, the third day of May, in the year of our Lord one thousand eight hundred and sixty-one, before the worshipful Alexander Heslop, Esquire, Judge and Commissary of the Vice-Admiralty Court of Jamaica, lawfully constituted and appointed;

Our Sovereign Lady the Queen against a certain brig or vessel, name and nation unknown, of about one hundred and thirty tons burthen, whereof one Domingo Justo was the pilot or patron in charge; tackle, furniture, and apparel, and certain goods on board of her, seized by William Wood, Esquire, Commander of Her Majesty's steam-sloop "Barracouta," on behalf of himself, his officers, and crew;

The Judge, on motion of Mr. Williams, Her Majesty's Advocate-General in this Court of Counsel on behalf of Her Majesty, having heard read the certificate of proof, heretofore filed and remaining in the Registry of this Court, of the said brig or vessel, name and nation unknown, but alleged to be called the "*Castilla*," being a Cuban coasting-vessel, and consequently not shown to be disentitled to the protection of the Spanish flag, with the consent of John Vincent Leach, Esquire, who appeared on behalf of the claimants, declared and pronounced that, with respect to the application for condemnation and forfeiture of the said brig or vessel alleged to be called the "*Castilla*," her tackle, furniture, and apparel, and certain goods on board of her, this Court has no jurisdiction, the case not falling within the provisions of the Imperial Act of 2 & 3 Vict., cap. 73.

(Signed) EDWARD B. LYNCH,
Registrar of the Vice-Admiralty Court of Jamaica.

Inclosure 3 in No. 11.

Sentence in the case of the Spanish brigs "Lola" *and* "Castilla."

(Translation.)

LDO. DON CHRISTOPHER VALDES BAVENT, Secretary, by appointment from Her Majesty, of the Mixed Court of Justice established in the City of Havana.

I certify that in the proceedings formed respecting the seizure made by Her Britannic Majesty's steamer "Barracouta" of the Spanish merchant brigs called the "*Lola*" and the "*Castilla*," final sentence has been pronounced in the following terms:—

In the always faithful city of Havana, on the first of June, one thousand eight hundred and sixty-one, Don José Manuel Espelius de Esquival y de la Quintana y de Castañeda, "benemerito de la patria," Knight of the Royal and Distinguished Spanish Order of Charles the Third, &c., &c., Spanish Judge of the Mixed Court of Justice established at this place in conformity with the Treaty of the twenty-eighth June, one thousand eight hundred and thirty-five, for the abolition of the African Slave Trade; and Joseph Tucker Crawford, Esquire, Companion of the Most Honourable Order of the Bath, Consul-General and British Judge in the same Court; assembled to give the final sentence in these proceedings, consequent on the detention and seizure of the Spanish brigs "*Lola*" and "*Castilla*," that of the former on the fourteenth of October of last year, in latitude 23° 18′ north, and longitude 79° 50′ west, and the latter the following day, the fifteenth October, in latitude 22° 26′ north, and longitude 77° 50′ west from Greenwich, both by Her Britannic Majesty's steamer "Barracouta," commander Captain William Wood, after full examination of every point of the process;

Considering that the brig "*Lola*," Antonio Cueta, master, was dispatched at Matanzas on the sixth October of the year last past for Gibara, having all her papers in proper order, and even a note having been made on the vessel's license that her owner, Don José Ramon Salagar, had given security at the capital for the sum of eight thousand dollars, to answer therewith that neither the master nor the vessel would be engaged in the Slave Trade, which security had not ceased with her first voyage, but remained in force in those subsequently made by the vessel authorized as is customary by the competent authorities, of all which the detaining officer might have made himself acquainted with, having, as he had, her papers before him;

Considering that they were not pipes, but bundles of casks, which the Spanish brig "*Lola*" had on board, which kind of casks are neither suitable nor have ever been used for containing water, but solely for sugar or molasses;

Considering that the boards alone, which in like manner that vessel had on board, without carrying beams or joists, were not suitable for the formation of a second deck for slaves;

Considering that the brig "*Castilla*," Domingo Justo, master, was dispatched at this city on the eighth October of the past year, one thousand eight hundred and sixty, for Puerto de Padre, with all her papers in order, and it being likewise noted on the license of the vessel that, by her owner at that time, the firm of Franganillo, Plá and Co., the corresponding bond of eight thousand dollars had been given, assuring thereby that neither the master nor the vessel would enter into slave-trading, of all which the seizing officer made himself aware on taking the papers of the said vessel, and which security had not ceased with the first voyage, but was effective for the last, as is customary with the authorization of the proper authority;

Considering that the hatches of the brig "*Castilla*," although large, had not open gratings, as laid down in Article X of the existing Treaty;

Considering that although that vessel carried pieces on which a second deck might be laid, she had not on board boards prepared for forming it, as is required by the said Article X;

Considering that it is sufficiently explained by the declarations of the masters and crew of the brigs "*Lola*" and "*Castilla*" the object and lawful purpose for which they carried the loose casks and the boards, the reason for the hatches of the "*Castilla*" being large, and as to the pieces that might be used for laying a second deck;

Considering the inobservance by the detaining officer of the Ist Article of Annex A to the Treaty, by taking to Jamaica the aforesaid vessels detained by him, instead of bringing them for adjudication by this Court, having detained them in the manner he did on suspicion that they might engage in the Slave Trade; besides that he ought to have been convinced of the nationality of those vessels by their papers and the two and only flags which they had;

Having furthermore before us the proceedings entered into before the Supreme Government by the owners of the brigs "*Castilla*" and "*Lola*" to substantiate their being engaged in lawful trade, and transmitted by his Excellency the Governor and Captain-General, with an official letter of yesterday's date, and which proceedings are to be returned to his Excellency;

All being well considered, together with all the other matters that have appeared worthy of notice, their Honours declare the detention of the said Spanish brigs "*Lola*" and "*Castilla*" by the Commander of Her Britannic Majesty's steamer "Barracouta," William Wood, Esq., as unjustifiable, which vessels, their masters and crews, are absolved from all accusations, and order that said vessels, with their cargoes, be returned to their respective masters or owners in terms of the Vth Article of Annex B to the existing Treaty, returning to the masters the papers, flags, and charts which were taken, but copies of the papers are to remain in these proceedings in their proper place as an integral part thereof; and, finally, let a certified copy of this sentence pronounced be transmitted to his Excellency the Governor and Captain-General, accompanied by the proper deferential official letter for his Excellency's information.

And by this their sentence definitely pronounced, they so decreed.

Ordered and signed, I, the Secretary who certifies, being present.

(Signed) JOSE MANOEL ESPELIUS.
JOS. T. CRAWFORD.
L. CHRISTOBAL VALDES Y BAVENT, *Secretary*.

And in compliance with the order of the British Judge, I issue the present in order to deliver it to his Honour in Havana, 25th June, 1861.

(Signed) L. CRISTOBAL VALDES Y BAVENT, *Secretary*.

No. 12.

Her Majesty's Commissary Judge to Lord J. Russell.—(Received July 29.)

My Lord, *Havana, July 1, 1861.*

IN obedience to the Act 5 Geo. IV, cap. 113, directing such Returns to be made on the 1st day of January and the 1st day of July in each year, I have the honour of transmitting herewith to your Lordship a Return of vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated in the Mixed Court at this place during the last six months.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 12.

RETURN of Vessels Captured on suspicion of being engaged in the Slave Trade, and adjudicated by the Mixed Court at Havana, from January 1 to June 30, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves Captured.	Tonnage.	Decretal part of Sentence.
Lola ...	Spanish .	Cueta ...	1860 Oct. 14	Lat. 23° 18′ N. Long. 79° 50′ W.	Brigantine ...	Commander Wood, H.M.S. "Barracouta"	1861 June 1	None ...	157	Liberated.
Castilla ...	Ditto ...	Justo ...	Oct. 15	22° 26′ N. 79° 50′ W.	Ditto	... ...	...	None ...	130	Ditto.

NOTE.—These vessels were first taken to Jamaica, and were libelled in the Vice-Admiralty Court, where sentence was not pronounced until the 3rd day of May last, to the effect that that Court had no jurisdiction. They were then sent to this place, where they arrived on the 18th of May.

Havana, July 1, 1861. (Signed) JOS. T. CRAWFORD, *Commissary Judge*.

No. 13.

Her Majesty's Commissary Judge to Earl Russell.—(Received October 30.)

(Extract.) *Havana, September 24, 1861.*

WITH reference to my despatch of the 10th June last, transmitting the sentence of the Mixed Court on the cases of the Spanish vessels "*Lola*" and "*Castilla*," detained by Her Majesty's ship "Barracouta" in October last year, and sent by Commander Wood to Port Royal, Jamaica, in the first instance, I have now to acquaint your Lordship that the owners of the "*Castilla*" presented their claim for compensation on the 2nd instant, a copy of which I have the honour of inclosing herewith, amounting to the enormous sum of 49,248 dollars 56¼ cents.

The Court having been convened thereon, and the several items of claim having been discussed and considered, allowed the claimants for the "*Castilla*" the sum of 14,613 dollars, by sentence dated the 17th instant, a copy of which I have also the honour of inclosing to your Lordship.

There was some difficulty with the Spanish Judge as to the meaning of the paragraph A (section 2) of Article VII, Annex B, whereon my colleague was disposed to have gone much further than has been done in the compensation awarded; but I was able to convince him that there could not be demurrage and freights in anticipation allowed at the same time, and so the Treaty was interpreted, as it evidently was intended, to compensate the freight which was lost to the owners of the ship by her detention, the allowance for demurrage being in full for all freights prospective.

Inclosure 1 in No. 13.

Claim of the Owners of the "Castilla."

(Translation.)

To the Judges of the Mixed Court of Justice at this place.

DON ANTONIO FERRER Y FELIU, managing partner of the firm of Ferrer y Feliu and Co., owners of the Spanish merchant-brig "*Castilla*," in the suit raised on account of the capture of said vessel by Her Britannic Majesty's steamer "Barracouta:" before your Honours appears in due form of law, and states:—

That by final sentence delivered in the said suit on the 1st of June of this year, the detention of the said brig "*Castilla*," by Mr. William Wood, Commander of Her Britannic Majesty's steamer "Barracouta," on the 15th of October last, was declared unjustifiable, the said brig, her master, and her crew, being acquitted by that sentence, and returned to her owner, all according to the tenour of Article V of Annex B to the existing Treaty. And as the Article cited concedes to the owner of the vessel, or to his representative, the right of claiming compensation for the damages which he may have suffered, according to valuation; availing of this legitimate right, I proceed to lay before the just consideration of the Court the amount of those caused by the illegal detention of the brig "*Castilla*" by the Commander of Her Britannic Majesty's steamer "Barracouta," in order that they may be made good to me by said Commander, or, failing him, by the British Government: not having put in this claim until now, because, as the brig "*Castilla*" was taken to Kingston, Jamaica, I have had to get from that place the vouchers of the several expenses caused by her detention; as also to obtain those which show the amount expended in the subsequent repair of said vessel.

The true reason of this delay having been explained, I now present my claim circumstantially, and according to the prescriptions of the Treaty.

The VIIth Article of Annex B, in its 2nd part, letter A, allows indemnity for all special damages and expenses occasioned to the ship by the detention, and for loss of freight when due or payable. I have therefore the right to claim, in the first place, the law expenses incurred at Jamaica for the necessary defence of the ship, including the sum paid to my solicitor there, and the Consular fees paid to Her Catholic Majesty's Consul, all of which amounts, as per account herewith, to 575 dollars.

I should also be allowed the cost of the translation of several documents concerning the "*Castilla*," which were laid before the Court at Jamaica, amounting, with petties for stamped paper, agency, &c., to 138 dollars.

In like manner I should be indemnified, according to the same Article of the Treaty, for what I have spent in the repairs of the brig "*Castilla*," on account of the deterioration she may have suffered during her detention at Jamaica, where it was impossible to effect them, and which repairs, as detailed in the accompanying account, amount to 4,635 dollars 56¼ cents.

In the second place, I am legally entitled to compensation for the loss of freight due or payable, and in this case should be reckoned eleven voyages which the vessel would have made to Puerto Padre or Manati during the 229 days of her detention, calculating an average of 20 days for each voyage, according to her previous performances, and during which the vessel would have carried 19,800 varas of timber, at 1½ dollar per vara, yielding the sum of 29,700 dollars, from which the expenses of landing, &c., being deducted—2,750 dollars—there remains a net profit of 26,950 dollars, which I demand.

I have also to claim, as legitimate compensation, damages for the detriment of the timber which, already cut, some at the forest and some at the sea-shore, could not be brought here for want of suitable vessels, owing to the length and thickness of the logs, not having been able to find any with hold or hatches large enough for the purpose, as the few vessels suitable belong to parties engaged in the same traffic, and who will not charter them, for which reason, without fear of exaggeration, I estimate the deterioration of the timber at 5,500 dollars.

And lastly, the same Article, in a second paragraph, letter B, concedes to me demurrage, which, according to the Schedule at the end of said Article, is 10*l.* sterling per diem, the brig "*Castilla*," measuring 190 tons, as per accompanying certificate from the Admiralty Office, and which, reckoning the pound sterling at 5 dollars, makes, for the 229 days of detention, the net sum of 11,450 dollars, or 2,290*l.*

The claims which I have preferred shall be duly vouched for, if the Court so requires it, as I have the vouchers, excepting only for petties, for which it is not customary to take receipts, and for those provided for in the Treaty, such as demurrage, &c.

All together form a total of 49,248 dollars 56¼ cents, which I conscientiously and firmly believe I am entitled to claim from the Commander of Her Britannic Majesty's steamer "Barracouta," or, failing him, from the British Government.

And I therefore pray your Honours to take into consideration this representation, together with the account and certificate thereunto attached, and to order payment to be made to me by the said Commander Wood, of Her Britannic Majesty's steamer "Barracouta," or by his Government, &c.

Havana, September 2, 1861.

(Signed) ANTONIO FERRER Y FELIU.

Inclosure 2 in No. 13.

(Translation.)

EXTRACT from the Account of Claim presented by Ferrer y Feliu and Co., owners of the Spanish brig "*Castilla*," for damages, &c., for the seizure and detention of said vessel by Her Britannic Majesty's steamer "Barracouta," Commander Wood, R.N.

	Dollars	c.	Dollars	c.
1st. For law expenses at Jamaica, as per account paid Harrison and Lewis, solicitors	536	75		
For Consular fees, paid Spanish Consul at Jamaica ..	38	25		
			575	00
For translation of several documents	34	00		
For stamped paper and petties	104	00		
			138	00
For repairs of said vessel, viz.:—				
New mainsail and foresail	204	00		
Repairing the other sails	200	50		
Sama and Carrera's account for repairs, &c. ..	3,221	43¾		
Floating-dock dues	301	50		
Cooperage of water-casks	8	12½		
			4,635	56¼
2nd. For the net profit we would have made on 19,800 varas timber, at 1½ dollars per vara, freight, which said vessel would have earned in eleven voyages she might have made during the period she was detained ..	29,700	00		
Less expenses, at 250 dollars per voyage ..	2,750	00		
			26,950	00
For estimated deterioration of timber at the cutting and on the beach	..	..	5,500	00
For demurrage, 229 days, at 10*l.* per diem, at 5 dollars..	..	..	11,450	00
Total	..	..	49,248	56¼

(Signed) ANTONIO FERRER Y FELIU.

Havana, September 2, 1861.

Inclosure 3 in No. 13.

Extract of the Certificate of the Measurement of the brig "Castilla."

(Translation.)

THIS vessel having been measured by order of the Inspector, the result is that her length is 96 feet; breadth 26 feet 8 inches, builder's measurement; breadth for tonnage, 25 feet 4 inches; and depth of hold, 12 feet; yielding a capacity of 190 tons.

(Signed) ANDRES DE FANEZ.

Havana, August 23, 1861.

Approved:

(Signed) RUBALCAVA, *Admiral.*

Havana, August 23, 1861.

Inclosure 4 in No. 13.

Award in the case of the brig "Castilla."

(Translation.) *Havana, September* 17, 1861.

IN view of the foregoing representation, account, and certificate, presented by Don Antonio Ferrer y Feliu, as managing partner of the firm of Ferrer y Feliu and Co., owners of the Spanish brig "*Castilla*," claiming the indemnity which is due to him by virtue of the sentence pronounced on the 1st of June last in this case upon the seizure of said vessel by Her Britannic Majesty's steamer "Barracouta."

Considering legal the claim founded upon Article VII, section 2, Letter A, of Annex B to the existing Treaty for the sum of 575 dollars, being the law expenses incurred in the defence of the brig "*Castilla*" at Jamaica; the Commander of the "Barracouta," Mr. William Wood, or in his default his Government, is declared responsible for the payment thereof.

Considering in like manner conformable to the provisions of the Articles referred to, the claim of 138 dollars for other expenses of translation of sundry documents presented at Jaimaica, stamped paper, agency, and petties, it is declared that this amount should also be paid by the said Commander or by his Government.

Considering that the indemnity of 4,635 dollars 56¼ cents, claimed under the same Article for the repairs done to the brig "*Castilla*," cannot be admitted as special expenses occasioned to the ship by the detention, inasmuch as the vessel having lain quietly at anchor during the period of such detention, far from deteriorating, must have been better preserved in not suffering the wear and tear which all vessels suffer in loading and discharging, besides not using her sails; it is declared that the said claim is inadmissible.

Considering that the indemnity demanded, amounting to 26,950 dollars, for loss of freight when due or payable is inadmissible, as is alleged for eleven voyages, which it is said the vessel would have made, but for one voyage, as it is clearly understood in the Article, Section, and Letter cited, inasmuch as there can be no freight due or payable for voyages not performed, nor can the vessel which is under detention be allowed demurrage and these freights likewise; it is declared that said claim is legal only for the freight which the brig "*Castilla*" would have earned on the voyage on which she was seized, and which, according to the account presented, would have amounted to 2,450 dollars, which sum should also be paid by Commander Wood or by his Government.

Considering that the claim of 5,500 dollars, for damage said to have been suffered by the timber which was

cut at the forest and at the sea-shore, is illegal, inasmuch as said timber, being cedar, mahogany, and wood of that class, does not in any way suffer or spoil by being for seven or eight months in the situation indicated by the claimants; it is declared inadmissible.

Considering, finally, that the indemnity of 11,450 dollars, which is due to the brig "*Castilla*" for demurrage of the 229 days she was detained, at the rate of 10*l.* per diem on her measurement of 190 tons, and at the valuation o 5 dollars to 1*l.*, is in accordance with the provisions of the Article and Section already mentioned, Letter B, the said Commander or his Government is declared responsible for this sum also, the which added to the other legal claims forms the total of 14,613 dollars, to be paid to Don Antonio Ferrer y Feliu by the British Government, in terms of the latter portion of Articles V and VII of Annex B of the existing Treaty.

(Signed) JOSE MANUEL ESPELIUS.
JOS. T. CRAWFORD.
LDO. CRISTOBAL VALDES Y BAVENT, *Secretary.*

No. 14.

Her Majesty's Commissary Judge to Earl Russell.—(Received October 30.)

My Lord, *Havana, September 30, 1861.*

ANOTHER annual period has passed, and I regret that I should be under the necessity of stating to your Lordship that the Slave Trade during the last year has been carried on with the same activity as it has been for several years previous to my last Report.

Nothing seems to deter the slave-traders from launching into adventures, and judging by the numbers and facility of obtaining slaves on the West Coast of Africa, the impulse which has been given to the Traffic of late years is corresponded to by the amount of devastation which has no doubt been productive of so constant a supply of these unfortunate victims of Spanish and Portuguese cupidity, for it is by them, almost exclusively, that the Slave Trade to Cuba is carried on.

I have the honour of laying before your Lordship a statement of slaves landed and proportion thereof which have been captured by the Spanish cruizers and local authorities during the year this day ended, by which it appears that the numbers landed are 17,973, captured 3,401, to which add the one-third (5,991) as has been customary, and we have a total of no less than 23,964 as the computed importation.

Your Lordship will not fail to notice that, of the Bozals captured, nearly the whole have been taken by Her Catholic Majesty's cruizers, viz., 2,866, those seized by local authorities being only 535, a vigilance on the part of the Spanish naval officers which, if kept up, and the number of cruizers increased by vessels of small draft of water, would be a formidable check to the detestable Traffic.

His Excellency the Captain-General, I believe, is imbued with the very best intentions to put an end to the Slave Trade, and compel the observance of the existing Treaty for its suppression, but the protection afforded by the penal law of Spain to the slave-traders, and those conniving with them, which forbids their being interfered with after they may have succeeded in getting their recently imported Bozals upon any estate or inhabited property, is a complete obstruction to this, or any other well-intentioned Governor Captain-General of Cuba. General Serrano constantly expresses himself as feeling most excessively annoyed that his power to put an end to the Traffic by capture of all recently imported slaves, and punishing those engaged in it, should be so limited as it is by the penal law.

He cannot seize the illegally imported negroes,* or take them off from any property or plantation, and the punishment of the slave-traders and their associates corresponding to the Royal Audiencia Pretorial,† there can never be obtained proofs of their actions whereon to convict them in that tribunal; so that, however glaring and scandalous the introduction of slaves may have been, and however notorious those engaged in the violation of the law and of the existing Treaty may have made themselves by the repetition of such acts, as to which there are informations more than sufficient morally to satisfy "the ruling authority" of their guilt, his Excellency has no power to punish (governatively) even the Military Lieutenant-Governors who connive at the audacious acts of the slave-traders, and so, the island is filled with Bozal negroes, the landing of cargo after cargo being accomplished by bribery and corruption, and all the parties go unpunished. It is true that the Captain-General has power to remove from their commands any of the officers who he is morally convinced have been guilty of such derelictions, but their conviction legally, upon which punishment and degradation would follow, depends on the result of their trial before the Royal Audiencia, and it is well known, by our past

* See "Penal Law," March 4, 1845, Article 9. † Ibid, Article 13.

experience, that proofs to convict the accused of such charges have never yet been obtained.

The vessels fitted out for slave-trading have for some time past been under the flag of the United States; the greater proportion of them have been bought in that country, and have sailed from thence to the coast. Various have been the pretexts for exemption from seizure by the cruizers. When boarded, and the nature of their equipments has been such as is contrary to the text of the Treaties, they are whalers, and the boilers are to be used for reducing the blubber, the casks to receive the oil, &c.; but it is well known they are all waiting for the opportunity to take in their slaves and run for this, which has become almost the only market. But mark, whenever one of these vessels is captured, the flag and papers have disappeared, so that they are made to appear without any national character whatever, and ought to be dealt with as pirates.

General Serrano has several times expressed to me his opinion that an advisable means of putting down the Slave Trade is that of declaring it piracy, and treating the masters, crews, and all concerned as pirates, subject to martial law. He has several times repeated to me his determination to propose and recommend the adoption of that measure to his Government.

I am not sure that he has done so, but I think it probable he has already suggested the expediency of Spain's resorting to the strongest measures for enforcing observance of the Slave Trade Treaties, and I feel satisfied that if, by the general consent of nations, the Traffic in Slaves were declared piracy, to be punished by the summary proceeding of martial law, and if the Penal Law of Spain, Article 9, could be so altered as that all recently imported slaves might be seized, wherever they may be found in this island, there would very soon be an end of the abominable Traffic which is so disgraceful and demoralizing to those who are still engaged in it.

I have the honour of inclosing herewith to your Lordship a list of vessels reported to have sailed from Cuba, to be employed in Slave Trade, since 1st October last year, all of which, with two exceptions, were under United States' colours.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 14.

STATEMENT of the Number of Slaves landed, and Proportion captured, in the Island of Cuba, from October 1, 1860, to September 30, 1861.

Date.	Where landed.	Slaves. Landed.	Slaves. Captured.	Vessel.	Remarks.
1860					
Oct. 3	Cay Bahia de Cadiz...	562	562	American screw steamer "City of Norfolk"	Captured by Spanish steamer "Isabel Francisca."
„ 23	Ditto	371	371	American brigantine "Byron" ...	Captured by Spanish steamer "Neptuno."
„ 27	Rio Nuevas, Isle of Pines	350	...	Unknown	Belonged to Costa and Co. The negroes were taken to the estate Manigua.
„ 27	Rio Manati, and Jurisdiction of Trinidad	200	...	Ditto	These cargoes belonged to Barrel, Fresneda, and others, and were sold at prices averaging 952 dollars for each negro.
November	Ditto	600	...	Ditto	
	Ditto	600	...	Ditto	
Dec. 1	La Teja, Cardenas	450	...	American brigantine	Owned by Rosell and others. The negroes were taken to the estate Aurora.
„ 4	Trinidad	360	360	American schooner...	Vessel was burnt. The negroes were seized on board of a coaster, belonging to a person called Rios, near Tallabacoa.
„ 8	Manzanillo	800	...	Steamer	
„ 21	Cay Bahia de Cadiz...	916	916	American ship "Montauk" *alias* "Lesbia," of Toulon	Lucumis from Kilongo. Captured by Spanish steamer "Isabel Francisca."
„	Isla Mugeres (Coast of Yucatan) ...	400	...	Unknown	This cargo was landed at Havana in small lots by Marty's fishing smacks.
„	Jaruco	453	...	Ditto	Landed at Calderon's estate San Juan de Dios, and sold at 1,200 dollars each.
„ 18	Puerto del Padre	550	...	American ship	This vessel was wrecked on Mucaras shoal, and the negroes were saved by Nassau wreckers, who took them to Lobos lighthouse, from whence they were conveyed to Cuba by the Spanish brig "Antilla." Owners, Plá, Franganilla, and Co.
1861					
Jan. 25	Las Pozas (Sagua)	607	...	French ship "Don Juan"	Gallet, master.
Feb. 25	Cienfuegos	600	...	American brigantine	Taken in lighters to the estate Carolina.
„	Bahia Honda	600	...	American barque	Said to be owned by Piquero, Toca, and others.
March 14	Puerto del Padre	800	49	Ditto	Owners, Pla and Calvo. Vessel afterwards burnt.
„	Cayo Cruces	500	...	American vessel	Vessel afterwards burnt there.
„	Las Pozas (Sagua)	640	...	American barque "Romulus" ...	Landed at the estate Santa Rita.
„ 30	Boquerones (Bahia Honda) ...	400	...	American vessel	The negroes were taken to the estate Nueva Teresa.
April 1	Manati (Nuevitas)	390	390	American brig "John Bell" ...	Reported owner, Don Rafael Sanchez. The cargo was intended to be landed at Bariay, but was captured by the Spanish steamer "Don Juan de Austria."
„ 3	Puerto Escondido (Ocujal)... ...	660	40	Unknown	Owners, Ducourau and Co., of St. Jago de Cuba.
„	Guanaja	690	...	American brig "Nancy"	The vessel was afterwards burnt near Guantanamo.
„ 8	Macambo (Cuba)	1,020	...	Unknown	Owners, Ducourau and Co.
May	Carahatas (Sagua)	550	...	American schooner "Potomac" ...	The vessel was captured empty by Spanish schooner "Juanita."
„ 24	Yayabacoa (Puerto Principe) ...	600	...	American vessel	Owners, Bustamante, Romero, &c. The negroes were taken to Don Ramon Yradi's estate La Merced.
June 5-12	Ditto	576	...	Brig, unknown	Commanded by a Portuguese, and owned by Bustamante, Romero, &c. The negroes were for several days at the Paredon lighthouse.
„ 13	Bahia de Cadiz	250	...	American brig "Storm King"	This vessel landed her cargo at Anguilla, one of the Bahama Islands, and was then burnt. The negroes were taken away by coasters, and were put on shore at different places.
„ 14	Cardenas	150	69	Ditto	
„ 17	Marianao and Ortigosa	201	17	Ditto	
July 1	Mayabeque (near Batabano) ...	500	...	American barque	This vessel grounded on the Jardinillos shoals, and was destroyed. The negroes were landed by a Spanish and two Cayman schooners, and were taken to the estate Arango.
„	Ortigosa (Cabanas)	250	...	Spanish schooner "Benifacia" ...	Taken to Zuaznavar's estate Santa Gertrudix, *alias* Refugio.
„	Sigua (Cuba)...	750	...	Unknown	Sold at 323 dollars each.
Sept. 14	Near Cayo Cruz	627	627	American brigantine "Toccoa" ...	Captured and brought to Havana by the Spanish steam gun-boat "Neptuno." The negroes were Congos.
		17,973	3,401		
	Add the usual one-third ...	5,991	1,134		
	Total	23,964			

Havana, September 30, 1861.

Inclosure 2 in No. 14.

LIST of Vessels reported to have sailed from Cuba to be employed in the Slave Trade, from October 1, 1860, to September 30, 1861.

Date of Sailing.	Nation.	Class.	Name of Vessel.	Tons.	Cleared for.	Remarks.
1860						
Oct. 4	Spanish... ...	Brig	Carmencita	236	Manilla.	
„ 30	American ...	Ditto	Nancy	219	San Thomé	Landed 690 slaves at Guanaja in April 1861.
Nov. 15	Ditto	Barque	Quincy	260	Valparaiso	Luniken, master. After delivering her cargo at Valparaiso this vessel was engaged to proceed to the Coast of Africa.
„ 24	Ditto	Ditto	Lyra	217	Canaries.	
„ 28	Ditto	Ditto	Ardennes	231	San Thomé.	
„ 98	Ditto	Brigantine ...	Huntress	180	Key West.	
Dec. 1	Ditto	Barque	Alexina	245	River Congo	Said to have returned with a cargo of slaves.
„ 4	Ditto	Brigantine ...	Falmouth	108	San José de Minha.	
„ 7	Ditto	Schooner ...	Express	90	Lenha.	
„ 21	Ditto	Barque	M. J. Kimball ...	398	San Thomé	This vessel was seized by the United States' gun-boat "Mohawk," and taken to Key West, but was released.
„ 21	Ditto	Brigantine ...	Toccoa	227	Loanda	This vessel was also seized by the "Mohawk," but was released at Key West; and was captured September , 1861, by the Spanish steamer "Neptuno," and brought into the port of Havana, with 627 Congo negroes on board.
„	Spanish... ...	Schooner ...	Daina...	90	Mogador	This vessel put into Nassau, New Providence, where she was condemned as unseaworthy. The owners then sent a small brigantine from Nuevitas to Nassau, where she was converted into a schooner, and took on board the "Daina's" cargo, clearing for the Canary Islands and Mogador under the same name. She was captured by Her Majesty's ship "Torch."
1861						
Jan. 18	American ...	Brigantine ...	Cosmopolite	190	New York.	
Feb. 10	Ditto	Schooner ...	Thriver	90	San Thomé	Cook, master. This vessel is reported to have landed a cargo of slaves on the south side of Cuba.
Mar. 8	Ditto	Brigantine ...	African	193	Fernando Po... ...	Lane, master.
„ 27	Ditto	Ditto	W. C. Clark	277	Mina.	
„ 30	Ditto	Barque	Cora	403		
Sept. 3	Ditto	Ditto	Culloma	350	San Thomé	Sailed from Havana as the Mexican barque "Carmen."

Havana, September 30, 1861.

CAPE OF GOOD HOPE.

No. 15.

Her Majesty's Commissioners to Lord J. Russell.—(Received January 26, 1861.)

My Lord, *Cape Town, November 30, 1860.*

WE have the honour to report to your Lordship that on the 10th of August last Her Majesty's ship "Brisk," being off Johanna, gave chase to a ship which she succeeded in capturing after a run of seven hours.

On being boarded, 846 slaves were found, with all the necessaries for their conveyance, but no flag or papers were produced entitling the vessel to a national character.

She was dispatched, in charge of Lieutenant Burlton, to the Mauritius, where she arrived on the 21st September, having lost 105 of her slaves through illness, caused, as we understand, by their having, during the confusion of the chase, obtained access to raw provisions, while in the half-famished condition in which they had been shipped.

On the 15th of October, the case was brought before the Court of Vice-Admiralty at Mauritius, when a Decree was pronounced condemning the vessel and emancipating the surviving negroes, who were at once apprenticed for terms varying from one year and upwards, according to their respective ages.

It is supposed that this vessel when taken was awaiting dhows which were to bring more slaves for her, having left Zanzibar. where she had been lying at the back of the island for the purpose of completing her cargo, when warned of the arrival of Her Majesty's ship "Lyra."

Although no claim was made for any national character, it was admitted by those on board that the vessel belonged to Spanish owners at the Havana, and that she was in fact the "*Manuela*," formerly the "*Sunny South*," whose proceedings have already been brought to your Lordship's notice. She is a fine vessel of about 750 tons burden, built on the model of the celebrated yacht "America," and has been purchased for Her Majesty's service by Rear-Admiral Sir Henry Keppel, for the sum of 2,560*l*.

We have, &c.
(Signed) GEO. FRERE
FREDERIC R. SURTEES.

No. 16.

Lord J. Russell to Her Majesty's Commissioners.

Gentlemen, *Foreign Office, February 18, 1861.*

I HAVE to acquaint you that I have received a note from Count Lavradio, the Portuguese Minister at this Court, announcing the appointment of Senhor Eduardo Augusto de Carvalho as Arbitrator, on the part of His Most Faithful Majesty, in the Mixed Commission Court at the Cape of Good Hope.

I am, &c.
(Signed) J. RUSSELL.

No. 17.

Her Majesty's Commissioners to Lord J. Russell.—(*Received March* 4.)

My Lord, *Cape Town, January* 3, 1861.

WE have the honour to acquaint your Lordship that no case has been adjudicated by the Mixed Commission of which we are members, during the half-year ending December 31, 1860.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 18.

Her Majesty's Commissioners to Lord J. Russell.—(*Received March* 4.)

My Lord, *Cape Town, January* 3, 1861.

WITH reference to instructions given to us by the Earl of Aberdeen's despatch of the 20th February, 1843, to transmit to the Foreign Office, at the end of each year, a certified copy of the Register of slaves emancipated by sentence of this Mixed Commission, we have the honour to acquaint your Lordship that no vessels with slaves on board have been brought before us during the year ending December 31, 1860.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 19.

Her Majesty's Commissioners to Lord J. Russell.—(*Received March* 4.)

My Lord, *Cape Town, January* 3, 1861.

WE have the honour to transmit to your Lordship a Report drawn up by the Mixed Commission of which we are members, in compliance with the provisions of Article XI, Annex B, to the Treaty of July 3, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, relating—

1st. To the cases which have been brought before the Court for adjudication.

2ndly. To the state of the liberated negroes.

3rdly. To the treatment and progress made in the religious and mechanical education of the liberated negroes.

We have also the honour to inform your Lordship that our Portuguese colleague is about to transmit a duplicate original of the Report to the Government of His Most Faithful Majesty.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

Inclosure in No. 19.

Annual Report of the Mixed Commission for 1860.

IN pursuance of Article XI of Annex B to the Treaty concluded on the 3rd of July, 1842, between Great Britain and Portugal, for the suppression of the Traffic in Slaves, by which it is stipulated that the Mixed Commissions shall transmit annually to each Government a Report, relating—

1st. To the cases which have been brought before them for adjudication;

2ndly. To the state of the liberated negroes;

3rdly. To every information which they may be able to obtain respecting the treatment and the progress made in the religious and the mechanical education of the liberated negroes;

The Undersigned, members of the Mixed Commission established at the Cape of Good Hope, have the honour to report to the Government of Her Britannic Majesty, and to the Government of His Most Faithful Majesty, that no case has been brought before them for adjudication during the year ending December 31, 1860; and that no negroes have been emancipated by Decree of this Mixed Commission since its establishment.

(Signed) GEO. FRERE. AL. DUPRAT.
FREDERIC R. SURTEES.

(Signed) Wm. Tasker Smith, *Registrar.*

Mixed British and Portuguese Commission, Cape Town, January 10, 1861.

No. 20.

Her Majesty's Commissioners to Lord J. Russell.—(Received May 1.)

My Lord, *Cape Town, March* 19, 1861.

WE have the honour to inform your Lordship that on the 1st of January last a barque-rigged vessel, then at anchor in Zanzibar harbour, was delivered over to Commander Buckley, of Her Majesty's ship "Persian," by the Sultan, as being equipped for the Slave Trade.

This vessel, which had been captured by one of His Highness' frigates, was at first supposed to be the "*Formosa Estrella,*" of Barcelona. One of three papers originally found on board, was the register of a barque of that name; another paper was a clearance of a vessel of that name from Barcelona to Havana; and the other a stamped paper containing the words "de la corveta Española '*Formosa Estrella,*'" without any signature at all.

On examination the vessel proved to be fully equipped for the Slave Trade; a slave-deck was laid, hatches were found with open gratings and bulkheads such as are usual in slave-vessels, boilers capable of cooking for 600 slaves, together with a very large quantity of water and slave provisions, with shackles and slave-irons, were also found on board.

According to the captor's affidavit, no name was perceptible on the vessel; and one which had been formerly on her stern and bows, had been painted over and effaced.

Her tonnage, on measurement, proved also to differ from that of the "*Formosa Estrella,*" as mentioned in the papers of that vessel.

Commander Buckley accordingly dispatched the barque from Zanzibar, on the 6th of January last, for adjudication in the Vice-Admiralty Court here. She arrived on the 19th of February, having on board three men, part of the crew found on board her at the time of detention.

The case was brought before the Vice-Admiralty Court on the 7th instant, when the Judge, Sir William Hodges, having gone over the circumstances, decreed the condemnation of the vessel, as entitled to neither flag nor papers, none of the persons detained on board appearing to claim her.

We have, &c.

(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 22.

Her Majesty's Commissioners to Lord J. Russell.—(Received June 26.)

My Lord, *Cape Town, May* 16, 1861.

WE have the honour to report to your Lordship that Senhor Eduardo Augusto de Carvalho, Arbitrator in this Mixed Commission on the part of His Most Faithful Majesty, arrived in this Colony on the 14th instant, and at a sitting of the Mixed Commission held this day presented his credentials, which were found to be in good and proper form.

Senhor Carvalho afterwards took the oath of office prescribed by the Treaty, before his Excellency the Governor of the Colony.

A record of these transactions have been duly entered on the Minutes of this Mixed Commission.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 23.

Earl Russell to Her Majesty's Commissioners.

Gentlemen, *Foreign Office, August 5*, 1861.

I TRANSMIT to you, for your information, and for communication to the Commanders of British cruizers on the Cape Station, the accompanying copy of a despatch from Mr. Baker, Her Majesty's Consul at Barcelona, containing information respecting a Spanish barque named the "*Maria*," which is suspected of being destined to be employed in the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 24.

Her Majesty's Commissioners to Lord J. Russell.—(Received August 29.)

My Lord, *Cape Town, July 1*, 1861.

WE have the honour to report to your Lordship that no case has been adjudicated by this Mixed British and Portuguese Commission during the half year ending June 30, 1861.

We have, &c.
(Signed) GEO. FRERE.
FREDERIC R. SURTEES.

No. 25.

Her Majesty's Commissioners to Earl Russell.—(Received November 1.)

(Extract.) *Cape Town, September 21*, 1861.

WE have the honour to report to your Lordship that the accounts received from the East Coast of Africa during the year now about to expire, all tend to show that the Slave Trade continues to be carried on to a very considerable extent.

From the Portuguese possessions to the Southward we have no particular accounts, beyond a statement, on good authority, to the effect that the neighbourhood of Quillimane is, as it were, depopulated by the exportation of so-called free emigrants to the French Settlements; a practice which our informant expects would continue, inasmuch as M. da Cruz Coimba, the agent for these transactions, was again absent on a visit to the Island of Réunion, for the purpose, as was supposed, of entering into arrangements for their continuance.

The principal traffic from the Portuguese Possessions to the northward of 13° south latitude is in slaves, who are shipped at a cost of about 30 dollars a-head. At Ibo, Point Panganè, Matemo, Lambuo, Quisanga, and Quirimba, from 5,000 to 6,000 slaves were seen ready for embarkation.

At the Settlement also at Pomba Bay, established by Captain Romero, in 1858, we are informed that there is no traffic carried on except in slaves, who are kidnapped from the tribes in the neighbourhood, whence they are sent away to Ibo in the dhows employed in provisioning Pomba Bay; that Settlement having proved a failure in regard to agriculture and legal traffic.

A considerable portion of the traffic above mentioned is for the supply of the French Settlements, the negroes being purchased on the mainland and taken to Comoro, where passports are procured, certifying them to be free emigrants from that island, an officer of the Imperial Government being usually on board to see that the laws of France are not infringed.

From Johanna no export trade in slaves takes place, but domestic slavery still continues as formerly.

LOANDA.

No. 26.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received January* 26, 1861.)

My Lord, *Loanda, October* 10, 1860.

AS Her Majesty's Acting Commissioner I have the honour to place before your Lordship the Report upon the Slave Trade, and matters connected with it, usually made up to the 31st of December each year, but which Report is now to be closed on the 30th of September, by your Lordship's command, conveyed in despatch of the 18th June, in consequence of which it will only comprise a period of nine months of this year.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 26.

Her Majesty's Acting Commissioner to Lord J. Russell.

(Extract.) *Loanda, November* 18, 1860.

IN obedience to your Lordship's despatch of the 18th June of this year, commanding that in future the Report annually made by Her Majesty's Commissioner upon the Slave Trade shall be closed upon the 30th of September each year, instead of, as heretofore, on the 31st of December, I have the honour to place before your Lordship that document, observing only that it will necessarily this year embrace the period of nine months instead of twelve.

I propose to detail to your Lordship—

1. Some prominent difficulties which beset the British naval officers in the execution of their duties with relation to the Slave Trade.

2. Some circumstances which tend to curb the zeal of officers employed in the United States' squadron, together with a Return of the detentions and captures made by that force.

3. I shall beg leave to examine the premises upon which are based the hopes of extirpating a Traffic obstructive to the advance of every social and elevated interest in the negro population of Africa.

I now, my Lord, proceed to consider the difficulties which oppose the British naval officers in the performance of their duties upon the West Coast of Africa.

If the faithful prosecution of a service, unpromising of reward, replete with responsibility, destitute of brilliant distinction, and harassing in its nature, can give a claim to the approbation of the higher authorities, there are none more worthy of it than those who are employed in the command of Her Majesty's ships upon the West Coast of Africa; forbearance, and a rigid sense of a humane duty, are incessantly conflicting in his mind, and embarrass his deliberations.

The utility of the British cruizer is almost confined to the prevention of crime, without power to arrest the criminal; the offender may be for a time hindered, but the cruizer can effect little beyond.

This arises, as is well known, in the unscrupulous use of the flag of the United States of America by any slave-trader who determines to avoid the interference of ships of war belonging to other nations with his pursuit.

I have been highly gratified by the kind reception I have met with in many interviews, not only with the United States' Flag Officer Inman, but also from the officers commanding the ships under his orders upon this station. The Flag Officer, and those I have alluded to, while supporting in a most laudable manner the orders of their Government on this subject, have always expressed themselves with great indignation against a practice which they cannot themselves alter. Could any sufficient change be effected, I am satisfied that the officers of the United States' navy would co-operate with those of Her Majesty's ships in the suppression of the Slave Trade, with the harmony and vigour that distinguished Captain Brent, of the United States' ship "Marion," in joining Captain Fitzroy for the protection of the factories at Kinsembo in March last.

One reason for sending the ships of war to St. Helena and Ascension is, that it contributes much to the renovation of the health of the crew; but once a-year this might be done just as usual, as the ship must have an annual refit, which no one would think of executing in this harbour.

The activity of the United States' squadron, and the consequences of certain verdicts in the United States' Courts with reference to vessels charged with being fitted for the purposes of the Slave Trade, I now propose to consider, with your Lordship's permission.

The extraordinary energy now put forward by the slave-traders of Cuba, and their alliances in the United States of America, and, in my opinion, in this province, surpasses, I believe, all former records of exertion in the Slave Trade. This is most observable, not only in the magnitude of the operations, but also in the precautions

which peculiarly guard against the personal risk of punishment of those practically engaged on board the vessels fitted for, or, indeed, carrying slaves.

The ingenious device of denying nationality throws over the officers and crews of these vessels a complete indemnification. None of them apparently belong to the nation of the capturing ship of war. The captain is often stated to have been left behind, or as frequently appears as an innocent passenger. In short, there is no responsibility, although all on board have been engaged in the execution of a flagitious crime.

The obstacle opposing itself to the zeal of the officers of the United States' squadron on this station is the absence of any law defining what fittings or appurtenances shall constitute intentions to engage in the Slave Trade. The Legislature of the United States delays to decide upon this simple question, and consequently the naval officer is left to exercise his own judgment.

A very few days ago I was informed by Captain Colhoun, commanding the United States' ship "Portsmouth," that not only were the three vessels released which he had sent in for adjudication, but also two others detained by Lieutenant Leroy, commanding the United States' steamer "Mystic" had been treated with the same indulgence.

The judicial opinion given in the United States' District Court was not favourable to the condemnation of the vessels, though the evidence produced at the trial left no doubt of their character, and the juries have shown great disinclination to declare persons on board such ships to be criminally engaged.

Captain Colhoun authorized me to say that, in the absence of the required law, he would not again molest any vessel unless he actually found slaves on board, and that other officers had formed similar resolutions. I understand the indemnification of an officer in such cases is not much to be expected, and his own resources might be quite unequal to meet the damages awarded against him, even if he could be supposed to enjoy such a pecuniary sacrifice to his zeal.

So long as this reluctance to define the constitution of a slave-ship lasts, the opportunities of preventing the operations of a slave-trader from coming to maturity will be lost; the infamy must be positive, the intention will be tolerated. After the examples I have already cited, I am satisfied that the captures will in future bear no proportion to those which otherwise would be accomplished by the active and highly efficient squadron of the United States employed on this coast.

I can, my Lord, well remember, when in command of one of Her Majesty's ships in these seas, the arrival of the Treaty declaring what fittings should constitute criminal intention with regard to engagement in the Slave Trade, and authorizing the seizure of vessels found with such fittings. I remained upon the coast till after 1837, and between the promulgation and my departure I never met with any vessel fitted for or carrying slaves, so perfect was that Treaty in its operation. The import of slaves into Cuba had dwindled in number to about 3,000 in consequence, I believe.

It was then that the slave-trader, driven to his last resources, took shelter under a flag whose stern observance of inviolability actually invites its dishonourable use.

The zeal of the officers of the United States' squadron has been conspicuous in their endeavours to suppress the Slave Trade, but the destruction of this traffic will materially depend first upon the courage of the United States' Legislature to deal with the question of fittings; and secondly, upon juries giving verdicts in accordance with evidence.

I close these observations, my Lord, by presenting a list, furnished to me by the United States' Flag Officer, William Inman, showing certain captures and detentions of vessels under the American flag:—

RETURN of Vessels detained by the United States' Squadron between September 25, 1859, and October 10, 1860, West Coast of Africa.

Capturing Ship.	Vessel captured.	Date.	How rigged.	Whether with		Other Notices.	Officer Commanding.
				Slaves.	Fittings.		
Constellation ...	Delicia	Dec. 21, 1859	Brig ...	...	Fitted ...	Captured off Black Point	Flag Officer, W. Inman; Captain Nicholas.
Ditto	Cora	Sept. 25, 1860	Barque ...	705	...	Captured near the River Congo ...	Ditto.
Portsmouth ...	Emily	„ 20, 1859	Ship ...	...	Fitted ...	Captured off Black Point	Captain Colhoun.
Ditto	Virginian ...	Feb. 5, 1860	Brigantine...	...	Ditto ...	Captured in the River Congo	Ditto.
Ditto	Falmouth ...	May 5, „	Brig ...	...	Ditto ...	Captured off Porto Praia, Cape de Verds	Ditto.
Mystic	T. Achorn ...	June 27, „	Ditto ...	...	Ditto ...	Captured in Cabinda Bay	Lieutenant Leray.
Ditto	Triton	July 16, „	Brigantine...	...	Ditto ...	Captured off the River Congo	Ditto.
Mohican	Erie	Aug. 8, „	Ship ...	997	...	Ditto	Captain Godon.
San Jacinto ...	Storm King ...	„ 8, „	Brigantine...	619	...	Ditto	Captain Darnin.
Ditto	Bonito	Oct. 10, „	Ditto ...	750	...	Ditto	Ditto.

French Emigration of Negroes.

Upon the 12th instant, the French Commodore commanding upon this station anchored for a few hours and communicated with Commodore Edmonstone. In consequence of the yellow fever being in the city, and the ships being in Bengo Bay, about eight miles distant, I could not go on board; I am, however, informed that the French officer stated with reference to the Negro Emigration Scheme, that it either had terminated or would terminate at a very early period.

Provincial Information.

In the sincerity of the Portuguese Government to abolish a system of forced labour, the term "carregadores" was ordered to be discontinued to the utmost possible extent; yet while the practice of coercion is continued here, the mere act of describing those men by any other term seems to me but a shallow device for concealing one of the heaviest national oppressions to which the negro population is subjected, and to which it submits with an endurance that may be sought in vain amongst other races. How millions of men can without a murmur submit to be loaded, traverse hundreds of miles, and otherwise passively suffer the treatment known to mules only in other regions where paths are used for roads and great internal traffic is carried on, is far beyond my power of explanation, if that apparent prostration of reflection is not indigenous.

At the call of the Government, as in the military movements of this year, or at the demand of the merchants for the country produce, the Chief summons the population and the required numbers are driven in to be burdened with the warlike requirements of an expedition, or to be loaded with palm oil, bees' wax, ivory, cotton, and other produce in which they have scarcely an interest sufficient to purchase a scant piece of salt fish or a handful of farinha; for although a certain rate of remuneration was ordered by the Portuguese Government to be made to the "carregadores," yet I believe I shall not err in stating that the Chief is made the depositary of the pay, and it may be easily imagined how sparingly he distributes it.

On the 10th of October I saw this system in its full, and I must say fatal, operation; in the evening I had walked to the city, and meeting a train of certainly not less than 300 negroes, I waited close by to see them pass, and so far gain personal information of the working of the practice. They were moving in a column six abreast; there were twelve Portuguese soldiers armed, stationed at intervals on each side, one leading the way and two in the rear. The column had apparently come from a long distance, as the men appeared much distressed: a lad of 17 or 18 years of age in the rear line was staggering, rather than walking, in his endeavour to keep his place; suddenly he fell to the ground, the two soldiers guarding the rear raised him, and giving him in charge of two negroes they supported him along, his feet trailing on the sand as they all proceeded to Fort San Miguel, where in half an hour this lad died.

The men thus coerced to labour, if for the Government service, are kept in Fort San Miguel until required; they are fed on the smallest amount of food that will sustain life, possibly a fish or a handful or two of farinha, as I believe I have already stated; if wanted by the merchant, the only difference is they do not go to Fort San Miguel, but are housed in sheds round the yards which once imprisoned hundreds of slaves.

While, my Lord, this system prevails, and while the orders of the Portuguese Government are loosely if at all complied with, the amelioration of the condition of the negro is but a phantom thought; in point of fact, the present practice with reference to the "carregadores," by which term may be understood the male population, is nothing less than a premium to the Chief for perpetuating that which the Decree of the King of Portugal condemns.

This internal slavery is an absolute institution of the country, from which the population apparently no more think of withdrawing than do the people of England from the enjoyment of their freedom. But it is the foundation of the foreign Slave Trade; for the Chief who has power to coerce has power to sell, and no one conversant with Africa can doubt his inclination.

I now turn, my Lord, to the more pleasing task of reporting the activity of the officer commanding the small Portuguese schooner of war "Don Pedro V," the station for which vessel has been near and in the River Congo.

The attention of this officer, Lieutenant Francisco Pedro Villar de Pinho, was called to the movements of the lanchas, or large coasting boats, by the frequency of their leaving the Punta da Lenha in the Congo river without cargo of any kind, but ostensibly with orders to proceed to Ambriz for goods suitable for the trade in that river; he also observed that these lanchas returned in an unusually short time without anything on board, and when questioned explanations of a paltry nature were given.

Following up his suspicions, this officer within a few days detained and sent for adjudication six lanchas before the Court of Mixed Commissions, a return of which I here subjoin:—

Lanchas detained by the schooner of war "Don Pedro V:"

"*Paquete*," had no flag or legal papers, transferred to the Tribunal de Prezas for trial; "*Palmerina*," discharged under Article X of Treaty, July 3, 1842; "*Mista*," discharged under Article X of Treaty, July 3, 1842; "*Tiger*," six slaves on board, condemned; "*Paquete de Moanda*," seventy slaves on board, condemned; "*Va-vo*," fitted illegally, condemned.

I regret, however, to report that the "*Tiger*" was stranded upon the passage to Loanda, near Loango, and that the three men to whom that lancha was entrusted, as also the slaves, have not been since heard of.

The five last-named lanchas I have little doubt, in intention, were equally criminal, and the zeal of Lieutenant Villar de Pinho distinctly corroborates the opinion which Commodore Wise, lately relieved in the command of this station, entertained upon the practices of these lanchas, and upon which a correspondence in relation to them ensued with the Governor-General then here.

I confess, my Lord, that I look with much suspicion upon the employment of these coasting craft; although they have been much commended as tending to the suppression of the use of "carregadores," yet that appears fallacious when it is so clear that the produce which before these men brought to Loanda, they will now convey to the lanchas, and instead of making one long journey will make many shorter ones; roads, carriages, oxen, and mules, can alone relieve the "carregador" while internal slavery is maintained.

So doubtfully are these lanchas regarded by the Provincial Government that an additional guard-hulk has been moved far out in the anchorage by order of the Governor-General, at the representation of the Custom-house authorities, who, whether they suspect the vessels named as aiding in the Slave Trade or not, have little hesitation in viewing their movements as prejudicial to the revenue.

The Cabinda tribe of negro, like the kroomen, have never been slaves, but unlike that invaluable class of African their moral standard is infinitely low: they drink to excess; theft, with its companion, lying, is common with them; and lanchas which have been entrusted to their care they have purposely wrecked in order to appropriate the cargo.

These are the only natives on this coast who can be found at all equal to the management of a lancha, though even their maritime knowledge never induces them willingly to lose sight of the land; it is not surprising that natives of such character are at any time ready to aid the slave-trader in his pursuits; consequently, under the pretence of going for merchandise, they assemble at an appointed place, embark the slaves for the vessel in waiting, and in an incredibly short time that vessel is beyond the danger of meeting a vessel of war.

Consideration of the Premises on which the Extinction of African Slavery is based.

The premises upon which British life and treasure have been expended in unbounded efforts to release the African from his present state of unparalleled bondage, are, I believe, founded, first, upon the undeniable ground that no man has a right to enslave another; and secondly, using the words of Her Majesty's Commissioner, that "the African character is as susceptible of improvement and civilization in a degree little inferior to that of any race of men." To argue on the first of these premises, it is unnecessary to say, would be a mischievous absurdity—no man, justly, can enslave another—the problem requires no solution.

The second presents a question upon which we should be guided, not by an arrogant declaration in favour of African adaptation for civilized life on one side, nor by a haughty denial of it on the other, if we really wish to arrive at the truth.

I shall be brief, my Lord, in endeavouring to display the grounds upon which I consider the negro has not responded to our efforts and hopes by any proportionate endeavour to improve his condition.

The grandeur of the conception of the abolition of slavery and its tyranny throughout the British Empire was in its execution a sacrifice of immense worldly interest at the altar of Christianity.

It was supposed that the spirit of freedom once brought to the door of every negro hut would have awakened feelings of gratitude, industry, and a desire for moral and social advancement; those expectations have proved fallacious, and tropical cultivation in the Colonies has been performed by foreign labour.

In Hayti a more conspicuous proof of indifference to all but mere freedom has distinguished the present possessors of what was French St. Domingo.

In 1789 no less than 1,600 vessels entered the French ports of that island;* the total amount of sugar exported in that year was 141,089,831 lbs.; cotton, 7,004,274 lbs.; in 1841, of sugar there were but 1,363 lbs., exported; and of cotton, 1,591,451 lbs. Other productions have comparatively fallen; at this time sugar is actually imported into this portion of the island.

In 1804, the negroes were in full possession of the French territory in Hayti; they had seen the practice of the French with reference to cultivation of the ground and manufacture of sugar, yet in less than sixty years the cultivation has comparatively ceased, and the island has become, in their hands, little more than a superb and self-producing waste.

I will, my Lord, turn to Africa.

I have seen the negro through twenty-six degrees of latitude and one hundred of longitude; my opportunity of making my observations have not been confined to the sea-coast, but whenever I have been in Africa I have met with the same wonderful profusion of natural fertility of country, and the same repulsive lassitude in the man, which if roused for a time, relapses into sloth when the momentary appetite is satiated. The Kroomen are the only Africans who not only seek labour, but engage for long periods and faithfully perform their work.

The location of thousands of negroes in the Settlements upon the Gambia and Sierra Leone has not been attended by results at all equivalent to the care and instruction which has been extended to them. If civilization and Christianity has seriously taken root amongst them, it has not radiated beyond their limited precincts into the interior.

In Monrovia the cunning of the free negro does no more than appropriate to his own use the labour of the less discerning native.

Lagos appeared advancing in the pursuit of legal trade, under the supervision of an able officer, whose recent death is deeply to be lamented. There, certainly, an impression seemed to penetrate to the interior.

In the River Bonny, in which a large legal trade was maintained during, and has superseded there, the Slave Trade, the practice of cannibalism exists, but is the privilege of the fetiche, or priests. In January 1860, on my passage to this place while waiting in the river, the skeleton of a native of a few days before was shown to me, the skull and other parts being supported upon sticks before the door of the fetiche-house.

In Fernando Po the liberated Africans and others commonly send to the Chief of the Cameroons a "dash," by which is understood a present, and in return a boy or girl is received, under the pretence of instructing them as house servants. So well aware was the Consul, Mr. Hutchinson, of this proceeding, that, at my suggestion in February last, when there, in my presence he proposed the precaution of registering those Cameroons then upon the island; and farther, to adopt measures to abolish the system. Liberated Africans surely should be the last to encourage any approach to slavery.

I am largely trespassing upon your Lordship's notice, but I feel the subject of African slavery will be admitted as my excuse; and I will only glance at the association which exists between the Chief and slave in the interior.

Internal slavery is the groundwork of the foreign Slave Trade; and one of two courses must be accomplished before civilization can find a resting-place amongst negro life: either the Chief must be brought to abandon his absolute power; or the negro himself must rebel against his habitual and merciless exercise of it.

The Chief finds that by absolute rule he obtains all he wants. He is a selfish despot, steeped in sensuality. Civilized despots cling with tenacity to absolute power; what, then, can be expected from the barbarian? The sanctity of a Treaty is only understood by the Chief while the presence of force overawes him, and that he fears punishment if the Treaty is infringed. The River Niger Treaties afford now ample proof of this.

The sole argument of the Chief I believe to be this:—I have power over my population; by selling them to strangers I obtain things I wish for. The country may produce what other strangers want, but there is less difficulty in selling my population than in collecting produce. The Chief cannot see that he is living on the principal, instead of the interest, of his nation.

These, my Lord, I believe to be the only arguments made use of by the Chiefs, and which have as yet resisted the promulgation of those invaluable institutions already mentioned.

I will now advert to the negro.

I believe, my Lord, the great obstacle to African improvement is the manner in which that vast continent is broken up into myriads of nations, each speaking a different language, and no one with friendly feeling to another. This is a natural barrier to the introduction of instruction with which it will be, as it has been, most difficult to contend.

I think this to be one chief cause of the passive state of the negro from time immemorial to the present day. Should he attempt to throw off his shackles unsuccessfully, there is no friendly or free nation to which he can fly for safety.

Millions of Africans, comprising the population of Western Africa, have not produced one instance of a patriotic leader. Institutions in aid of learning, arts, and science, are utterly unknown. Invention—that divine and natural gift which, unbidden, suddenly flashes some wondrous application upon minds of other races—has never animated the features of the negro.

Africa has shown itself hostile to the introduction of foreign industry.

Though the country is labouring under the load of its infinite fertility, and spontaneous productions; though its mineral resources—gold, copper, and iron—have largely discovered themselves to the explorer, yet the very Chiefs and natives have opposed, and now are opposing, every movement tending to their extraction. The extremely rich quartz ranges in the interior, north of Elmina, Cape Coast Castle, and Accra, give fatal evidence of African jealousy, selfishness, and ignorance. The recent endeavours to expel the Portuguese from the mines of Bembè in this province corroborates the belief of those feelings being indigenous. They cannot see that by allowing foreign skill to labour where their ignorance denies them the power, that untold numbers would be enriched; for the first labourer is but the agent of science, art, and refinement. The consequence is, that they remain unenlightened, and we, instead of trading with millions, trade but with thousands.

If, my Lord, slavery is, as many say it is, the cause of the present prostration of the negro, dulls his perception, and breaks down his energy of mind, it may be asked, How is it that the Chiefs, who never were slaves, are not one jot nearer civilization than are the slaves they sell or immolate, as at Ashantee and Dahomey? But, my Lord, are those who know the truth of my representations to be esteemed as persons who consequently would

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* "Notes on Hayti;" Macgregor's "Progress," &c.

abandon the negro "to his present state of ignorance and barbarity?"* My object is, on the contrary, to show your Lordship that in relying so much on African Chiefs and negroes, we have fallen into error, and that as the slave-traders have adopted new means of carrying on their Traffic almost with impunity, so the nations of the world repudiating the Slave Trade may with confidence be called upon to enact additional means of counteracting such heartless proceedings.

With sincere diffidence, my Lord, I proceed to offer some suggestions for increasing the present means of operating for the suppression of the Slave Trade.

The two great obstacles which oppose the suppression of the Slave Trade appear to me—

1st. To be the illegal use of the flag of the United States, combined with the absence of a law defining what fittings or other peculiarities shall declare a vessel to be engaged in the Slave Trade.

2ndly. The apparent unwillingness of the juries in the United States to imagine any fittings or unusual equipment to constitute a slave-ship in the absence of such a law.

The first obstacle, my Lord, appears irremovable so long as the United States will insist upon the flag conveying immunity from right of search by foreign ships. The right of visit amounts to very little, for if the regularity of the papers cannot be challenged, the hold may with safety be full of slaves, so far as any foreign ship of war is concerned.

Possibly there may be means of counteracting the effect of the existing obstacles, though the attainment of them may be attended by the most delicate and persuasive management.

It is clear, I believe that the higher authorities in the United States are really opposed to the Slave Trade, however much they may palliate slave-labour in the Southern States. This feeling is strongly pronounced by the zeal with which the Law Officers of the Government have carried through the prosecution of vessels seized under a charge of being engaged in the Slave Trade.

The naval officers of the United States are only rivalled by those of Her Majesty's ships in their zeal for suppressing both the unjustifiable use of the American flag and the object which that use of it is intended to aid.

No. 27.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received April* 10.)

My Lord, *Loanda, January* 21, 1861.

I BEG to report to your Lordship the particulars of the cases of two vessels, with reference to the Slave Trade.

First. That of the Portuguese brigantine "*Equimina*," seized in this harbour by the Portuguese brig of war "Pedro Nunez." That vessel had returned from a coasting voyage, and having landed her cargo of country produce, remained in the anchorage without attracting any suspicion.

One morning at daybreak the officer of the watch on board the "Pedro Nunez" observed a boat drifting by, having apparently only two negro boys in her without oars or other means of moving her.

Under the supposition that these boys had accidentally got adrift, a boat was sent to their assistance. When brought on board the "Pedro Nunez," they stated that they had in the night crept from the hold of the brigantine, got into the boat lying astern, let go the rope, and allowed her to drift with the tide, hoping it might carry them on shore. They also said that some negro men had been embarked in the same brigantine with them, and that they were ironed.

The officer commanding the "Pedro Nunez" immediately sent a boat to the vessel indicated by the boys. Upon examination nine negroes were found as described by them. The brigantine was immediately seized, and subsequently condemned in the Court to which she was sent for trial. The defence set up was that the negroes had been sent on board to clean the vessel.

I submit, my Lord, that the inference to be drawn from this case is not favourable to the watchfulness of the authorities in this city, for the seizure of the "*Equimina*" was based upon mere accident rather than upon a well-organized system of observation.

Secondly. The escape of the French barque "*Don Juan*," with a large cargo of negroes, has taken place from Malemba.

I think the case will be best described by the unofficial communication written to me upon the subject by Lieutenant Gibbons, commanding Her Majesty's ship "Sharpshooter," an officer who loses no opportunity of extending his information upon Slave Trade questions, or of imparting to the proper authorities that which he obtains.

The practice of the "Don Juan," namely, that of clearing, under the French flag, for an Eastern port, to embark coolies, appears to be superseding that of using the American ensign to cover the real object of the voyage, it having been found to remove these vessels farther from interruption, because the number of French cruizers is upon a very limited scale upon this coast, and these are principally used for the mail service.

* Annual Report, February 25, 1860, paragraph 28.

Indeed, those cruizers which are not French are scarcely avoided, as it appears that slave-fittings are legally carried by ships going for coolies. Both Captain Godon, commanding the United States' ship "Mohican," and Lieutenant Gibbons, upon meeting with the "*Don Juan*," were courteously invited on board, and every preparation for carrying coolies, as the Captain said, was exposed. Neither officer at all doubted the real object of the "*Don Juan*," but, excepting the heading of the register, "République Française," there was nothing in the papers of that barque to create an objection.

To me, my Lord, this practice appears the most difficult of any with which Her Majesty's Government has had to cope, because it appears completely to overrule the necessity of concealing the preparations required for the reception of slaves. If a few successful cases occur, I fear it will be very frequently adopted, not only by French vessels, but by others also; and we may hear of Spanish and Portuguese ships clearing out for coolies, if by so doing the Treaty respecting vessels fitted for taking slaves on board can be evaded.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 27.

Lieutenant Gibbons to Her Majesty's Acting Commissioner.

(Extract.) "*Sharpshooter*," *January* 7, 1861.

I BOARDED the French barque "*Don Juan*," on the 7th of December last, in latitude 6° 42′ south, longitude 11° 13′ east; she had no name on her stern or on any other part of the ship; her register, which described her to be the "*Don Juan*," of Havre, was headed "République Française;" that was suspicious, so I asked for further proofs of her nationality, and was shown his *rôle d'équipage*, which was signed by the French Consul at the Havana: I mustered her crew by it; they were apparently all Frenchmen (except one, a Chinese), twenty-six in number. The master (Gallet) said he was bound to Macao for a cargo of coolies, and showed me a charter-party, signed by two merchants of Havana, named Cambell and Gremont (or something like those names), to that purpose, also saying that everything she had on board was for the use of coolies. I saw no signature of any official to it, which I fancied it ought to have had. The master's passport was dated at Havre, April 1860. Her deck below was clear, and apparently all ready for slaves or coolies; below that she had water-casks, and the hatchways protected by iron rails; she is barque-rigged, chequered sides, with a short fore-top-gallant mast, no royals; clumsy looking; has been a whaler, apparently.

The reason given me by the master for being on this coast was, that somebody of the French emigration depôt, entrance of the Congo, owed him money, which he had been for.

I sighted him on the 10th, about twenty miles north-east of his former position; there was hardly any wind in the meantime.

No. 28.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received April* 10.)

My Lord, *Loanda, January* 24, 1861.

I HAVE the honour to inform your Lordship that on the 20th instant the officer commanding the Portuguese palhabote of war "Don Pedro V" again distinguished himself by preventing two lanchas from consigning to slavery, as near as he could determine, about 150 negroes, all of whom had been embarked for the purpose of being conveyed to the rendezvous of the "*Visto*," a slaver known to be on the coast.

A letter* addressed to the officer commanding the naval station of Angola, by Senhor Franco P. Vellar de Pinho, Commander of the "Don Pedro V," gives some lamentable details of loss of life, altogether attributable to the direct Slave Trade, but still connected with the French emigration system, which, whatever may be its merits or demerits, will never by the native Africans be distinguished from the Slave Trade, and will, therefore, eminently encourage that Traffic.

Thirty-three only out of the whole number have been rescued from drowning or slavery, and these have been placed in charge of the Department of Public Works; one Cabinda, who formed part of the crew of one of the lanchas, having been taken, is now imprisoned in the jail. The lanchas having both been destroyed either by the fire of the "Don Pedro V," or otherwise by the surf, the Court of Mixed Commission will assemble to pass a formal sentence upon them, and to perform the necessary duties with reference to the rescued negroes.

* This letter was never received.

There is, however, my Lord, apparently an important object gained by the capture of these negroes; for, according to Senhor Franco P. Vellar de Pinho, both these lanchas, together with the negroes captured or lost, belonged to Senhor Pamplona, whose proceedings with reference to the Slave Trade are so well known in the office over which your Lordship presides.

As this person is now claiming damages, through the Government of Portugal, from that of England on account of the destruction of the lancha "*Barboleta*," and for defamation of character by connecting him with the Slave Trade, for which latter injury he demands 500*l*., I have thought it desirable to send a duplicate of this despatch, accompanied by a copy of Senhor Vellar de Pinho's letter, to Her Majesty's Minister at Lisbon, by the Portuguese mail-steamer, to leave this harbour on the 8th of February.

Your Lordship will allow me to state that Pamplona is now in the United States for the purpose, it is said, of residing there a sufficient period to enable him to claim naturalization papers, and then return here.

With reference to this measure my opinion is that his object, in becoming a citizen of the United States is to enable him to work his lanchas on the north of the Portuguese territory under the American flag, and so render them free from molestation by the small Portuguese cruizers, and little likely, as they creep along the coast with negroes for any slaver, to be observed by the larger cruizers of the United States.

I am happy to have it in my power to state to your Lordship that for some time there has not been more than one Portuguese vessel of war here at any one time, and now there is but the "Mary Anna," steamer, whose machinery is out of order; the rest are cruizing.

I trust your Lordship will allow me to offer to your very favourable notice the judgment and zeal with which Senhor Franco Vellar de Pinho has, for some considerable time, in a small cruizer, continued to harass the operations of the slave-traders about the entrance of the River Congo, and to mention that within a short period that officer has sent eight lanchas for adjudication, five of which have without a question been engaged in the Slave Trade, and two of the other three were, at least for some months, debarred from the exercise of their culpable pursuits; and I further take the liberty of stating to your Lordship that his Excellency the Governor-General informed me that it was his intention to mention Senhor Franco Vellar de Pinho in a prominent manner to the Government of Portugal, by the mail which will leave this harbour on the 8th of February.

I have, &c.

(Signed) H. V. HUNTLEY.

No. 29.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received April* 10.)

My Lord, *Loanda, February* 8, 1861.

I HAVE the honour to transmit to your Lordship a copy of a letter I received on the 5th instant from the late Governor-General, informing me that an English brig named "Lord of the Isles" had been detained in Great Fish Bay by the Portuguese authorities, and brought into this port for trial by the schooner of war "Cabo de Verde," under suspicion of being engaged in the Slave Trade.

I have, my Lord, this day visited the "Lord of the Isles," and I find that vessel to be one of a small number employed in a fishery established by Messrs. Granger, English merchants residing at the Cape of Good Hope, whose vessels catch and dry fish upon the coast about Great Fish Bay, afterwards carrying them to the Mauritius.

There is not the slightest approach to a vestige of slave-ship fittings on board the "Lord of the Isles;" her papers are regular; and in order apparently to prevent any undue interference from Portuguese authorities, the vessel bears a certificate given by the Chevalier Duprat, the Portuguese Commissioner and Consul at the Cape of Good Hope, explaining the fact of their being thirteen Cape fishermen on board, in addition to the regular crew.

The Portuguese have, however, seized the "Lord of the Isles" upon the plea of her having more than the necessary number of water-casks on board, probably in ignorance of the arid nature of the coast upon which the vessel was engaged,

and which rendered necessary the extra quantity of water to be brought from the Cape when she sailed.

Nevertheless, the owners of the "Lord of the Isles" by their great want of caution have brought upon themselves the present detention of that brig, by not having placed the extraordinary number of casks upon the manifest, and by neglecting to obtain a Custom-house certificate with reference to them; I believe, however, it will be found by measuring the casks, that the water capable of being carried in them will not exceed what would be absolutely necessary for the number of persons shown to be legally on board.

The trial will be brought on with as little delay as possible, but some will be entailed by the heavy engagements of the newly appointed Governor-General, who must sit as Portuguese Commissioner.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 29.

The Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir, *Palace of Government, Loanda, February* 5, 1861.

I HASTEN to inform you that the English merchant-brig "*Lord of the Isles*," has been brought into this port by the Portuguese schooner "Cabo de Verde," at the instance of the local authorities of Mossamedes, who find grounds for suspecting her to be engaged in the Slave Trade.

The vessel is in charge of the Naval Department of this Province, and will be adjudicated in the competent Court.

God preserve, &c.
(Signed) CARLOS AUGUSTO FRANCO.

No. 30.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received May 21.)

My Lord, *Loanda, March* 8, 1861.

WITH reference to my despatch of the 8th of February last, reporting to your Lordship the arrival in this harbour of the English brig "*Lord of the Isles*," detained by the Portuguese authorities at Mossamedes under suspicion of being connected with the Slave Trade; I have the honour now to state that the indisposition of his Excellency at first, and the necessity afterwards of visiting Benguela and Mossamedes upon important provincial business, obliged him to confide the performance of the duties of the Portuguese Commissioner to the highest legal authority of this province, the President of the Court of Relaçõens; consequently, the sitting of the Court of Mixed Commissions was deferred until the 5th instant, when it met, and the Judge acting with me proposed a conference, in which he expressed his opinion that the case of the "*Lord of the Isles*" was one over which the Court of Mixed Commissions had no jurisdiction.

I stated that upon the following day I should be prepared to give my opinion upon the view taken by the Judge, and the Court was then adjourned.

At noon on the 6th instant the Court again met; and having in the interval considered the arguments of the Judge, the Articles of the Treaties bearing upon the question, and the Decree of the 10th of December, 1836, I concurred with the Judge that the Court of Mixed Commissions had no jurisdiction in this case, the detention of the "*Lord of the Isles*" having been effected within the limits of the harbour of Mossamedes in the dominion of Portugal.

A protest was put in by the advocate for the accused, and the Court adjourned.

In the inclosed copies of the proceedings of the Court upon the 5th and 6th instants, your Lordship will find a copy of the protest, together with the reasons which induced the Court to adopt the decision that I have now the honour to report.

The papers relating to this case have consequently been returned to the Provincial Government, and the trial will take place, if at all, in the Tribunal de Prezas.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 30.

Minute of Session of March 5, 1861, of the British and Portuguese Mixed Commission at St. Paul de Loanda.

(Translation.)

ON the 5th day of March, 1861, were assembled in one of the saloons of the General Government's Palace, actually serving for the sessions of the British and Portuguese Mixed Commission, his Excellency the Counsellor Dr. Luiz José Mendes Affonso, President of the Court of Appeal at Loanda, Acting Commissioner for His Most Faithful Majesty in the Mixed Commission, by the legal impediment of his Excellency the Governor-General of the Province, who is absent, being actually in the south of the Province at Benguella and Mossamedes, as is duly mentioned in the record of the session of the 2nd of March last; the Arbitrator on the part of Her Britannic Majesty, Sir Henry Huntley, Acting Commissioner, the duly sworn-in Interpreter, Albert Schut, merchant, of this place; Germano Pereira do Valle, advocate of the seized, duly authorized by an act of attorney as defensor of the English brig "*Lord of the Isles*," seized in the harbour of Mossamedes, suspected of Slave Trade.

The tribunal being so constituted for the trial of the above-mentioned vessel, the Portuguese Commissioner said that he proposed a private conference, in which he expressed his opinion as to the incompetency of the tribunal for the trial of this vessel, his opinion being founded on the following principles:—

That it is proved, by the annexed documents, that this vessel was detained by the fiscal authorities of the Custom-house at Mossamedes, when at anchor in that harbour, under the vigilance and fiscalization of that Department, in conformity with the Portuguese fiscal arrangements, and that she was seized for being suspected of engaging in Slave Trade, in contravention of the Decree of the 10th December, 1836;

That this vessel was denounced by the Commander of the Portuguese cruizer "Cabo Verde," at anchor in the above-mentioned harbour, as stated in his confidential letter at folio ;

That in consequence of this denunciation the Governor of Mossamedes authorized the said cruizer to search the vessel, which was done, as stated in the information at folio ;

That after this search the Collector of the Custom-house proceeded to a second one, as stated in the official letter at folio ;

That at folio a declaration of the above-mentioned Portuguese cruizer is found, in which he says, after mentioning all the suspected articles proper for the Slave Trade found on board, that he should have seized the vessel if he had met her at sea;

That the Treaty of the 3rd July, 1842, between Great Britain and Portugal, for the suppression of the Slave Trade, says, in Article III, § 4: "It shall not be lawful to visit or detain, under any pretext whatever, any merchant-vessel when at anchor in any port or roadstead belonging to either of the two High Contracting Parties, or within cannon-shot of the batteries on shore, unless on a written demand for co-operation on the part of the authorities of such country; but should any suspected vessel be met with in such port or roadstead, due representation of the same is to be made to the authorities of the country, requesting them to take the necessary measures to prevent the violation of the stipulations of this Treaty; and the said authorities shall proceed to take effectual measures accordingly." In Articles VIII and IX, and various others, it is stated that only the duly authorized cruizers are allowed to visit and detain the merchant-vessels of the two Contracting nations, when the therein-mentioned suspected articles of Slave Trade should be found on board. In the Annex A to this Treaty the Instructions are mentioned wherewith the cruizers have to be provided.

That if all the Articles of this Treaty, and Annexes A and B, and particularly Article III, Annex B, in these words: "The Mixed Commissions are to decide upon the legality of the detention of such vessels as the cruizers of either nation shall, in pursuance of the said Treaty, detain," are well compared; it is proved that these Commissions can only take into consideration and try vessels detained by cruizers duly authorized by the said Instructions, and seized outside the harbours or anchorages of the two Contracting nations;

That the competency of the Mixed Commissions being in this manner established, it is beyond their jurisdiction to take cognizance of, or try, any vessel seized within the harbours or anchorages and by the local authorities, in which circumstances is the case before the Court; and notwithstanding that a cruizer assisted, at the requisition of the local authorities, in the searching of the vessel, and conducted her to the General Government of the Province, as has been the case with this prize;

That all the foregoing, and also the substance of the Treaty, are in harmony with the general principles of the public right of nations and international law;

That all the vessels anchored within the harbours are subject to the local authorities of their respective nations, and, consequently, subject to all the laws and fiscal regulations; and that for any crime, or contravention thereof, committed in the harbours, they shall be tried only by the common local authorities of such nation.

Now the law infringed by this vessel, which was at anchor in the harbour of Mossamedes, is the Decree of the 10th December, 1836 (which includes also the foreign vessels anchored in the Portuguese harbours, Article 7), and as such she can only be tried by the competent local authority, actually the "Tribunal de Prezas," constituted by the Decree of the 14th September, 1844, for the trial of such vessels seized for contraband of slaves, which are not included in the said Treaty, and safe from its dispositions.

That for all these reasons he concluded to vote for the incompetency of this Mixed Commission for the trial of the vessel in question, for want of legal jurisdiction.

The English Commissioner said, that not being prepared to give his opinion on the subject, he proposed an adjournment to the next day, whereto the Portuguese Commissioner agreed.

The public sessions being therefore reopened, the advocate of the prisoners was informed of the delay until the next day, which notice he acknowledged.

The present was signed by all the persons before mentioned, and written by me, Pedro Raphael de Carvalho, Attorney of the Court of Appeal, Acting Secretary of the Mixed Commission during the unavoidable absence of the Secretary.

(Signed) LUIZ JOSE MENDEZ AFFONCO.
H. V. HUNTLEY.
GERMANO PEREIRA DO VALLE.
ALBERT SCHUT, *Acting Interpreter.*

Session of March 6, 1861.

In the year of our Lord 1861, on the 6th of March, in St. Paul de Loanda, were assembled his Excellency the Counsellor Dr. Luiz José Mendes Affonço, President of the Court of Appeal at Loanda, Acting Commissioner on the part of His Most Faithful Majesty in the Mixed Commission during the absence of his Excellency the Governor-General on public service; Sir Henry Huntley, Arbitrator on the part of Her Britannic Majesty, Acting Commissioner; the duly sworn-in Interpreter of the English language, Albert Schut, merchant, of this place; and the advocate of the prisoners and defensor of the English brig "*Lord of the Isles*," Mr. Germano Pereira do Valle.

The record of yesterday's session was read, approved, and signed, and thereupon the English Commissioner declared that he agreed with the reasons expressed by the Portuguese Commissioner, relative to the incompetency of this tribunal to take cognizance of and try the vessel in question; and also agreed that a sentence should be made out, based on the grounds expressed by the Portuguese Commissioner, declaring at the same time that all the documents should be returned to the General Government of the Province, which was agreed to by the Portuguese Commissioner.

Thereupon the advocate of the prisoners said, with due respect to the decision of the tribunal, he could not conform himself to it, in consideration of the dispositions of the Treaty of the 3rd July, 1842, and Article I of the Decree of the 14th September, 1844, which created the "Tribunal de Prezas" at Loanda.

That he could only recognize the Mixed Commission as the competent tribunal to try the English brig "*Lord of the Isles*," and no other;

That the declarations being founded on the dispositions of the above-mentioned Treaty, it was his conviction that a question identical with this had occurred between the British and Portuguese Commissioners of the Mixed Commission of this city, which had been brought before the respective Governments, whose decision was, if he well remembered, that no Portuguese vessel suspected of Slave Trade, whether detained by a cruizer at sea, or within the harbours of Great Britain by the local authorities, could be tried by any other tribunal than the Mixed Commission, and reciprocally with respect to English vessels;

That no other decision could be given in the presence of the dispositions of the existing Treaty which could not be annulled by the general laws of either country;

That the Law of Nations could not be applied to the present case nor to identical ones, because a special Treaty exists which contains the reciprocal rights of the nations relative to the abolition of the Slave Trade. Therefore, and on the above grounds, he protested, in the name of his constituents, against the decision of this tribunal, whereby it declares its incompetency to try this brig, and did so with the right to losses and damages against whomsoever it may concern, resulting from the delay and incompetency of any other tribunal, to whom the trial of this vessel may be intrusted, not being that of the British and Portuguese Mixed Commission.

The present record was signed by all the persons before named, and written by me, Pedro Raphael Carvalho, Attorney to the Court of Appeal, Acting Secretary to the Mixed Commission during the absence, through illness, of the Secretary.

(Signed) LUIZ JOSE MENDES AFFONCO.
H. V. HUNTLEY.
ALBERT SCHUT, *Acting Interpreter.*
GERMANO PEREIRA DO VALLE.
PEDRO RAPHAEL DE CARVALHO, *Acting Secretary to Mixed Commission.*

Sentence.

The members of the Mixed Commission agree, that after due examination of all the documents relative to the seizure of the English merchant-vessel "*Lord of the Isles*," forwarded to this tribunal by the General Government of the Province, it appears that this vessel was seized by the fiscal authorities of the Custom-house at Mossamedes, when at anchor in the harbour and anchorage of that town, on account of some suspected articles, used in the Slave Trade, and described in the Decree of the 10th December, 1836, having been found on board; and the tribunal, taking into consideration that, in presence of the Treaty of the 3rd July, 1842, between Portugal and Great Britain, for the suppression of the Slave Trade, particularly Articles III and IV, and several others, as also Annexes A and B of the same Treaty; the Mixed Commissions have only jurisdiction over, and competency to try, Portuguese and English vessels seized outside of the harbours by Portuguese and English cruizers, who are duly authorized by the Instructions mentioned in the said Treaty, and more fully expressed in the record of the session of this tribunal of the 5th instant, declare themselves incompetent to try the above-mentioned vessel, for want of legal jurisdiction, and order all the documents to be returned to the General Government of the Province, for the legal steps to be taken.

Loanda, March 6, 1861.

(Signed) LUIZ JOSE MENDES AFFONCO.
HENRY V. HUNTLEY.

No. 31.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received May 21.)

My Lord, *Loanda, March* 29, 1861.

WITH reference to my despatch of the 8th of February, wherein I had the honour of informing your Lordship of the English brig "*Lord of the Isles*" having been brought here by the Portuguese schooner of war "Cabo de Verde," charged with being engaged in the Slave Trade, I have now the honour further to report to your Lordship that the "*Lord of the Isles*" was acquitted, and released from the custody of the Portuguese authorities on the 23rd instant.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 32.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received June 7.*)

My Lord, *Loanda, April* 20, 1861.

RECALLING the case of the English brig "*Lord of the Isles*," already mentioned in my despatch of the 8th of February, I beg leave to ask your Lordship's attention to some very brief representations tending to exhibit the injury caused to trade generally by the owners of ships allowing their vessels to sail without having first provided them with the peculiar documents necessary to ensure their exemption from hindrance where they are about to operate.

The "*Lord of the Isles*" presents a second instance here of detention in consequence of not having on her manifest any unusual number of water-casks there might be on board, thus disregarding the stipulations of the Treaty of the 3rd of July, 1842.

The above-mentioned vessel having been reported in the Court of Mixed Commissions in this city, that Court declared itself incompetent to accept the case, the detention having taken place in waters over which Portugal held dominion.

The case was then sent to the Tribunal de Prezas, where it was tried, and on the 25th of March last the said vessel was acquitted.

The expenses which attended the detention and defence of the "*Lord of the Isles*" amount to upwards of 200*l.* sterling, and the voyage of that vessel has been wholly lost, as the money required to enable the captain to leave this harbour has been obtained upon a bottomry bond, which must be paid within a certain period; in consequence the brig will immediately return to the Cape.

So far, my Lord, the owner suffers, perhaps not unfairly. It now remains to be shown what loss trade generally may sustain by the negligent habit of owners in such cases.

The "*Lord of the Isles*" is a brig of 140 tons burden, and the occupation of that vessel has been to catch and salt fish upon the coast of Africa about Elephant Bay. These fish when salted are taken direct to the Mauritius, and are there sold for 50*l.* a-ton. From thence the vessel returns to the Cape with a cargo of sugar, coffee, &c.

From this outline your Lordship will see the actual proceedings of the vessel, as compared with those which should have been performed. In this, your Lordship may also see how vastly the trading interests of nations can be made to suffer by the indolence of owners, who will not take the trouble to ascertain what measures may be necessary, in peculiar limits, to be taken to secure their vessels against interruption, detention, or capture.

It is clear, my Lord, every voyage lost by the vessel is so much revenue lost to the nation, and therefore it may be desirable to draw the owners of trading ships to the consideration of the class of document absolutely necessary for the security of their vessels, though, in many instances, they utterly neglect to obtain such means of protection.

The cases of the "*Lady Sale*" and "*Lord of the Isles*" are similar in negligence, and differ otherwise but in their respective fates, the first having been condemned, the last acquitted.

I avail myself of this occasion to place before your Lordship copies of the correspondence which has passed between his Excellency the Governor-General and myself with reference to the "*Lord of the Isles.*"

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 32.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, April* 16, 1861.

I BEG leave to place before your Excellency the copy of a letter which has been addressed to me by Captain Mackenzie, of the English brig "*Lord of the Isles*," lately liberated by the "Tribunal de Prezas" from the charges preferred against her by the Portuguese authorities at Mossamedes.

Captain Mackenzie complains that he has been required by the Custom-house authorities to pay certain entry

and other charges before he can be permitted to leave this harbour, precisely as if he had come here to trade willingly, instead of having been brought here by a Portuguese force; a complaint so palpably reasonable that I scarcely think your Excellency will leave it unredressed.

I feel it hardly necessary to observe, that by the Law of Nations when a vessel has been detained upon suspicion of criminal conduct, the Government of the detaining authority is considered in the light of a trustee in charge of the detained property, during the trial of the case, whose duty it is to yield that property, in the condition in which it was received, to either party, according to the decision of the Court. Now I think your Excellency will admit that if the "*Lord of the Isles*" is made by the authorities to do that which there was no intention on the part of her captain of doing, and then required to pay for doing so, the property must of necessity be just so much diminished; consequently, it is not restored as pointed out by the Law of Nations, and the fidelity of the trustee is incomplete.

Believing this view to be correct, I trust I may hope that your Excellency will be pleased to give such directions as may relieve Captain Mackenzie from the payment of the charges which he is informed will be demanded from him before he can leave this harbour.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 2 in No. 32.

The Secretary to the Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

(Translation.)

Sir, *Loanda, April* 17, 1861.

HIS Excellency the Governor-General directs me to inform you, in reply to your official of the 16th instant, respecting the representations of the Captain of the "*Lord of the Isles*," that considering your request equitable, his Excellency has given the necessary orders for the before-named vessel to be exempt from all charges, not only those made by the Custom-house, but as well those of the port, excepting only any articles of import or export embarked on board or landed from her in this harbour.

(Signed) JOSE BARBOSA LEAO, *Secretary.*

Inclosure 3 in No. 32.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, March* 17, 1861.

I AVAIL myself of your Excellency's return to represent some proceedings with reference to the case of John Mackenzie, master of the English brig "*Lord of the Isles*," detained and sent here by the Portuguese authorities of Mossamedes, upon a charge of being implicated in the Slave Trade.

The measures of which I complain are, first, that Captain Mackenzie is virtually imprisoned on board his own vessel, by order of the Government of this Province.

Secondly. He is treated as a prisoner, being always attended by an armed policeman if brought on shore for any purpose.

Thirdly. With his own provisions on board he is deprived of the use of them, and thrown upon the generosity of others to supply him with means of living for himself and crew.

Fourthly. He is, therefore, by the restrictive measures denied that intercourse with the British Consul which is his right, and separated from those requirements which are necessary to preserve health on board his vessel.

Your Excellency will remember that on the 6th of February, in company with Captain Craufurd, commanding Her Majesty's ship "Archer," I had the honour of naming the hardships sustained by Captain Mackenzie, and I thankfully recollect the frank and liberal manner in which you immediately gave orders that the restrictions should be relaxed, consistently with the security that should attend a man waiting his trial; your Excellency's orders were executed, and Captain Mackenzie had then no room to complain.

For some reasons, to me unexplained, these orders have been reversed, and instead of being treated as an accused person, he appears to be considered a convicted criminal, apparently in opposition to the liberal view taken by your Excellency.

Your Excellency has probably been informed of the decision of the Court of Mixed Commission, and of its declaration of its incompetency to adjudicate in the case of the "*Lord of the Isles*," that vessel having been seized in waters over which Portugal only has dominion. So long as a doubt remained upon the competency or otherwise of the Court of Mixed Commissions, I, in my office of Acting British Commissioner, abstained from all communication with Captain Mackenzie, although applied to by him; but since I am removed from the relation in which I then stood towards him, by the declaration already mentioned, I must present myself in his case as Her Britannic Majesty's Consul, and in that office claim from your Excellency, most respectfully, a free right for Captain Mackenzie to visit me on shore within that period usually known as official hours; and I beg to state that I am perfectly ready to accept any responsibility that may attach to a compliance with the claim I have, with the sincerest consideration for your Excellency, felt it my duty to advance.

Your Excellency, I am satisfied, is quite disposed to ameliorate the discomforts of Captain Mackenzie to any extent consistently with those precautions that even a humane feeling must not suppress; with this view I may be permitted to state, that during the time I commanded different cruizers on the coast of Africa, I captured very many slave-ships, and often attended their trials at Sierra Leone; they were all either Portuguese or Spanish, and laden with slaves, consequently the captains appeared with acknowledged guilt surrounding them: yet in no single instance were any of these men treated with severity, but, on the contrary, allowed perfect liberty, in order that nothing should interfere to prevent them from communicating with their advisers. In cases similar to that of the "*Lord of the Isles*," the captains were permitted to quit and return to their ships as they pleased during the trial; nor has an instance of flight from trial or sentence been recorded.

I therefore hope your Excellency will remove from Captain Mackenzie the harsh treatment to which he has been subjected, and accord to him, as a man only under accusation, that which the British Provincial Governments have thought it unjust to withhold from Portuguese subjects, bearing themselves the proofs of their guilt.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 4 in No. 32.

The Secretary to the Governor-General of the Province of Angola to Her Majesty's Acting Commissioner.

Sir, *Loanda, March* 18, 1861.

THE despatch which you addressed to his Excellency, of yesterday's date, was presented, and I have the honour to reply as follows:

Captain Mackenzie, of the English brig "*Lord of the Isles*," has made no complaints to the Government of this Province, and it is only by your information that it is aware of those which are now before it.

The Government of this Province is not bound to provide prisoners of the description of Captain Mackenzie with provisions; nevertheless, it has supplied him and his crew with rations similar to those which are given to the crew of the "Pedro Nunez," until the arrival of the rest of his men from Great Fish Bay, when he was left to his own resources; a boat and a Cabinda crew were, however, allowed him, and provisioned from the "Pedro Nunez."

The captain of the "*Lord of the Isles*" has, therefore, nothing to complain of, because more has been done for him than the laws require.

With reference to his confinement on board the "*Lord of the Isles*," that is customary; but certainly he may be at liberty, upon your responsibility, as you propose.

(Signed) JOSE BARBOSA LEAO, *Secretary*.

No. 33.

Lord J. Russell to Her Majesty's Acting Commissioner.

(Extract.) *Foreign Office, July* 8, 1861.

I HAVE received your despatches of the 8th of February, of the 8th and 29th of March, and of the 20th of April, relating to the case of the British brig "*Lord of the Isles*," which vessel was detained by the Portuguese authorities at Mossamedes and sent to Loanda for adjudication on a charge of being equipped for the Slave Trade; and with reference to the correspondence which passed between you and the Governor-General of Angola, of which copies are inclosed in your despatch of the 20th of April last, I have to acquaint you that I approve of your having interfered to procure a removal of the restrictive measures adopted by the Portuguese authorities in the case of Captain Mackenzie, the master of that vessel.

I have, however, to observe that the "*Lord of the Isles*" appears to have arrived at Loanda on or before the 5th February last, and that the Mixed Commission Court did not meet to adjudicate in the case until the 5th of the following month of March.

By Article III of Annex B to the Treaty between Great Britain and Portugal of the 3rd July, 1842, it is provided that "the proceedings of these Commissions shall take place with as little delay as possible, and for this purpose the Commissioners are required to decide each case, as far as may be practicable, within the space of twenty days, to be counted from the day on which the detained vessel shall be brought into the port where the deciding Commission shall reside."

No. 34.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received July 11.)

My Lord, *Loanda, May* 6, 1861.

I HAVE the satisfaction of reporting to your Lordship the capture of the slave-ship "*Nightingale*," while lying at anchor off Cabinda, by the United States' corvette "Saratoga," commanded by Captain Taylor.

This officer had boarded the "*Nightingale*" on the 20th of April, when, finding something more than usual in her preparation, he determined upon going again to sea, with the concealed intention of returning again very shortly.

Having put this scheme in practice, he was rewarded by capturing the "*Nightingale*" on the 21st of April last, with 961 negroes on board, all of whom had been in the interval embarked; these negroes have been sent to Liberia, there to be liberated.

The capture of such vessels as the "*Nightingale*," taking the cases of the "*Cora*," "*Erie*," and "*Storm King*," have been generally known here within three or four days after the event, apparently showing the interest some residents of this city had in those vessels; but the capture of the "*Nightingale*" was only known here by the arrival of the United States' corvette in this bay yesterday.

I believe, my Lord, this ship was principally connected with French and Spanish speculators; the supercargo certainly was a Frenchman. I think, my Lord, that the recent heavy captures have caused whatever tendency there may be here to prosecute trading in slaves, to look to the South as a future field of operation; but although there is reason to fear that two cargoes have been shipped in that direction, yet it is certain that at present there is no organized plan in existence in that quarter.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 35.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received July* 31.)

My Lord, *Loanda, May* 29, 1861.

I HAVE the honour to inform your Lordship that, on the 24th of April last, Her Majesty's ship "Wrangler," commanded by Captain Hamilton Beamish, captured and sent to St. Helena a barque, having 488 negroes on board, about thirty miles west of the River Congo.

The identity of this vessel was so studiously concealed from the captors, that after a most diligent search nothing could be found descriptive of either name, port, or nationality.

It was inferred from the build that this barque was American, but the crew were nearly all Spaniards.

From subsequent information which I have obtained here, there is little doubt of the captured vessel being the "*Ardennes*;" and I farther learn that the negroes were taken on board at Mangua Grande, a short distance south of the Congo.

I beg leave to avail myself of this occasion to inclose to your Lordship the copy of a despatch which I addressed to his Excellency the Governor-General upon the rather unusually frequent practice of sending domestic negroes by the Portuguese mail-steamers, to the Island of St. Thomas, under the legal representation of their being the "property" of passengers going there.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 35.

Her Majesty's Acting Commissioner to the Governor-General of the Province of Angola.

Excellent Sir, *Loanda, April* 29, 1861.

I AVAIL myself of this occasion to remark to your Excellency that much activity seems to prevail amongst certain residents of this city in transferring "domestic" slaves from hence to the Island of St. Thomas, under the representation of a renewed disposition to cultivate that unquestionably fertile Colonial Possession having sprung up.

This may be true, but the facility of selecting and embarking slaves from that island are so prominent that the vigilance which I am aware your Excellency extends to the Southern Coast will equally be exerted to impress upon the Governor of the Island mentioned the necessity of sedulously guarding the coasts of his government.

Having myself often been cruizing about that island, your Excellency will allow me to point out the ease with which a laden vessel might get away from it:—

1st. The sea-breeze scarcely ever fails.

2ndly. The vessel sailing from it will almost always make good a west course.

3rdly. Before the meridian of Greenwich is reached, the ship will have crossed the Equator into the 1st or 2nd degree of south latitude. The south-east trade-wind will then enable the vessel to sail freely off.

I may also observe that there is scarcely ever any cruizer between St. Thomas and the meridian of Greenwich, near the Equator.

I venture to offer these remarks, because I am so fully sensible of the views your Excellency entertains upon the subject of slavery, that should I even fail to convey any fresh information, I shall certainly not be considered intrusive.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 36.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received July 31.)

My Lord, *Loanda, June 7*, 1861.

I HAVE the honour to report to your Lordship the detention of the American brigantine "*Triton*," by the United States' ship "Constellation," Captain Nicholas, assisted by Her Majesty's ship "Prometheus," Captain Bedingfeld, on the 21st of May last, in the River Congo.

The presence of the "*Triton*" in the Congo had been for some time known to Captain Nicholas, but that officer wisely declined detaching a boat so far up the river as Punta da Lenha, for the purpose of making an examination, fearing so long an exposure of the men in an open boat would render them victims to the fever which has so fearfully prevailed this year in the river; but meeting the "Prometheus," a boat, officered and manned from the "Constellation," was put on board, and towed to Punta da Lenha, where then the "*Triton*" was seized, having American colours and papers, with slave-fittings.

By the friendly intervention of Captain Nicholas, the capture and destruction of the Spanish schooner the "*Jacinto*" was also accomplished by Captain Bedingfeld on the 25th of May at Loanda, equipped for the Slave Trade; and on the 29th of May the same officer was engaged in piloting the United States' ship "Sumpter" to Punta da Lenha, in order to examine more minutely the condition of the "*Falmouth*," a vessel evidently preparing to receive a cargo of negroes on board.

The zeal and unanimity which has distinguished the officers of both navies throughout these movements will, I am sure, be appreciated by your Lordship, for should the combination of the two flags on this occasion lead to a more mature but similar system, neither the Spanish nor American slave-trader will find it possible longer to resort to the means they now use to evade the Treaty for the suppression of the Slave Trade by one party, and, by the other, laws declaring that Trade to be illegal.

I beg leave to inclose a copy of a letter which I addressed to Captain Dornin, commanding the United States' ship "San Jacinto," upon the subject of the opportune co-operation of the officers mentioned, as well also as the letter addressed to me by Captain Bedingfeld, detailing his proceedings with reference thereto.

I have, &c.

(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 36.

Commander Bedingfeld to Her Majesty's Acting Commissioner.

Sir, "*Prometheus*," *St. Paul de Loanda, June 7*, 1861.

IN compliance with your request that I would furnish you with the particulars of the capture of the American brigantine "*Triton*," and the Spanish schooner "*Jacinto*," I beg to inform you that I fell in with the United States' steam-frigate "Constellation" off St. Padron, on the 19th of May, and learnt from Captain Nicholas that he had strong suspicions that the "*Flora*," an American ship, was at Punta da Lenha, about to take in slaves, and that if he had one of the gun-boats with him he should like to send her up.

Feeling the importance of letting the slave-dealers at Punta da Lenha see our cordial co-operation with the Americans, I at once offered to take a boat's crew and officers up in my own ship, and the offer was accepted. I steamed into Shark's Point at sunset on the 20th. I felt confident that if I anchored for the night, the natives at Shark's Point would take up information that I had an American boat with me. I, therefore, made a push up in the dark, arriving about 10 P.M. (my friends at Shark's Point had a canoe up the following morning, as I had anticipated). The "*Flora*" was not there, however, but we found the "*Triton*" brigantine fully equipped and waiting to take in her slaves, and the "*Falmouth*" brig partly so, having just commenced her slave-deck, her sails and provisions being on shore. The "*Triton*" was seized by the American officers and sent home, but it was thought there was not sufficient evidence to ensure the condemnation of the "*Falmouth*," and she was released for the present.

I towed the Americans' prize down for them, and saw her safe out of the river.

On the 25th I again fell in with the "Constellation," and she informed me that a Spanish schooner was at Londano; she showed Portuguese colours and had her yards on deck. I steamed in to Londano in consequence of this information, and captured the Spanish schooner "*Jacinto*" belonging to Barcelona and cleared from Gibraltar; she had come out for a cargo of slaves and was fully equipped, but having sprung a leak her provisions and sails had been landed, and her yards got on deck. Her captain had gone to the Congo to make arrangements about getting her repaired. She had no colours or papers when I took possession of her. Not being in a fit state to send to any Court of Adjudication, I had her measured and destroyed by fire.

On the 29th ultimo I communicated with the "Sumpter" off the mouth of the Congo; he had chased a brigantine into Red Point and then lost her in the dark. As I was at the same time at anchor off Cabinda, I thought

it most probable she must have run up the Congo, and proposed to the "Sumpter" to go up to Punta da Lenha to see if she had gone up, and at the same time look at the progress the "*Falmouth*" was making. Commander Armstrong was afraid that if anything happened to his ship getting aground he would get into trouble, on account of their sanitary regulations. I volunteered to pilot him up to ensure a safe passage; he gladly accepted my offer, and accordingly I took him up on the 31st, and we got up and down again the same day. The "*Falmouth*" was still there; she had taken in her provisions, bent some of her sails, had bricks on board for making her furnaces for slave-coppers, but had not proceeded with her slave-deck.

After overhauling her, Captain Armstrong reluctantly left her, fearing there still was not evidence enough to bring before a jury; there can be no doubt, however, what her intentions are when he can see the coast clear.

I think the effect of our united trips to Punta da Lenha will have a most decided effect in discouraging the plans of that nest of slave-dealers, and I only regret it could not have been done sooner, as I have seen at one time seven American ships at Punta da Lenha (all of which have since shipped slaves) all completing their equipments there perfectly secure, knowing we dare not board them and the Americans would not come up. I hope as there have been no bad effects from fever, and the fact that a gun-boat may go up in the morning and be out of the river again before sunset, together with our having succeeded in capturing one (and I trust it will ultimately lead to the capture of the other) vessel, will induce the Americans to follow up the move by sending up a vessel occasionally.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

Inclosure 2 in No. 36.

Her Majesty's Acting Commissioner to Captain Dornin, U.S.N.

Sir, *Loanda, June 7*, 1861.

IN the absence of the United States' flag-officer commanding-in-chief upon the West Coast of Africa, I beg leave to avail myself of your arrival in this anchorage to express the high value I attach to the recent co-operation of Captain Nicholas, commanding the United States' frigate "Constellation," and Commander Bedingfeld, of Her Majesty's ship "Prometheus," in the Congo, on the 21st of May last, with the view of suppressing the Slave Trade in that river, by which the illegal intentions of the owner of the "*Triton*" have been frustrated, and the success of the "*Falmouth*," in the same pursuit, rendered almost impossible.

I have also to acknowledge the disinterested zeal and consideration of Captain Nicholas, in giving Commander Bedingfeld the information which enabled that officer to seize the Spanish schooner "*Jacinto*" at Londano, on the 25th of May, and thus prevent the embarkation of the negroes collecting for that vessel.

Still more recently, on the 29th of May, I have the gratification of finding Lieutenant and Commander Armstrong, commanding the United States' ship "Sumpter," actively engaged with Commander Bedingfeld as his pilot, in traversing the very intricate navigation of the Congo, for the purpose of further investigating the state of the suspected vessel "*Falmouth*," at Punta da Lenha.

The high and grateful privilege of thanking officers of such distinction in the United States' navy as those whom I have had the honour to mention, for any services, is beyond the attribute of the office in which it has pleased Her Majesty to place me; but it is very competent for me to express the gratification I feel in announcing to Her Majesty's Secretary of State for Foreign Affairs these conspicuous proofs of the harmony and zeal which equally prevails between and animates the officers of the United States' and British squadrons respectively, in zealously co-operating for the suppression of those means so openly used by Spanish slave-traders for the prosecution of a Trade which, repugnant to humanity, appears more peculiarly endeared to their nation.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 37.

Her Majesty's Acting Commissioner to Mr. Murray.—(*Received July* 31.)

Sir, *Loanda, June* 10, 1861.

I HAVE the honour to inclose copies of the following letters:—

1. The reply of Captain Dornin, United States' Navy, to my letter addressed to him on the 7th of June, and inclosed in my despatch of the same date.
2. Captain J. S. Nicholas' letter to Flag-Officer William Inman.
3. Captain J. S. Nicholas' letter to the Honourable Gideon Welles, Secretary for the United States' Navy.

These letters all relate to the recent co-operation of Captain Nicholas and Commander Bedingfeld in the Congo, as mentioned in my despatch above referred to, but they did not reach me in time to be therein inclosed.

I am, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 37.

Captain Dornin, U.S.N., to Her Majesty's Acting Commissioner.

Sir, *United States' steamer "San Jacinto," Loanda, June* 8, 1861.

IT is with sentiments of gratification and pleasure that I have perused your letter to me of the 7th instant, wherein you so handsomely notice the well-timed co-operation of Captain J. S. Nicholas, of the United States' frigate "Constellation," and Captain Norman B. Bedingfeld, of Her Majesty's ship "Prometheus," which resulted in the capture by Captain Nicholas of the brig "*Triton*," engaged in the Slave Trade.

You also mention, in terms highly gratifying and complimentary, the useful information afforded by Captain Nicholas to Captain Bedingfeld, which enabled Captain Bedingfeld to capture the Spanish schooner "*Jacinto*," also engaged in the Slave Trade.

I have, Sir, in addition, to apprise you how very appreciated is your allusion to the zealous exertions of Lieutenant-Commanding Armstrong, of the United States' steamer "Sumpter," who, with the cordial and valuable aid of Captain Bedingfeld, "traversed the intricate navigation of the Congo," and was enabled to overhaul and examine the suspicious brig "*Falmouth*."

In conclusion, Sir, allow me to express, on the part of our officers, whom you have mentioned in so honourable and flattering a manner, the high value they attach to your distinguished notice of their services; and be assured our officers very highly estimate the valuable aid afforded and so handsomely tendered by Captain Bedingfeld to our vessels of war in and off the Congo river, in their efforts to suppress the Slave Trade.

Inclosed I have the pleasure to submit, for your perusal, copies of letters to the Honourable Secretary of the Navy, and to Flag-Officer William Inman, in which Captain Nicholas notices the kind and effectual aid afforded by Captain Bedingfeld to our vessels of war.

I am, &c.
(Signed) THOS. A. DORNIN.

Inclosure 2 in No. 37.

Captain Nicholas, U.S.N., to Flag Officer Inman.

Loanda, June 7, 1861.

MAY I be allowed to call your attention to the kind and very effectual aid I received from Captain Bedingfeld, and sincerely hope that you will mention him favourably to our Government, and to Commodore Edmonstone.

Without his assistance I could not have taken the "*Triton*," as she would probably have taken in her slaves, and sailed in the following twenty-four hours. Had she done so I consider the chances nine out of ten in favour of her escaping.

(Signed) J. S. NICHOLAS.

Inclosure 3 in No. 37.

Captain Nicholas, U.S.N., to the Secretary to the Navy.

Congo River, May 20, 1861.

I AVAIL myself of this occasion to report to you the prompt and efficient co-operation which I received from Captain Bedingfeld, of Her Majesty's steamer "Prometheus."

Having no means myself of communicating with Punta da Lenha, I intimated the fact to Captain Bedingfeld, who instantly placed his steamer at my disposal, with the offer to tow a boat, with as many officers and men as I chose to send.

I sent out the fourth cutter, under the command of Lieutenant P. C. Johnson, and they commenced steaming up the river at 3 o'clock, and by 10 o'clock had taken possession of the "*Triton*."

(Signed) J. S. NICHOLAS.

No. 38.

Earl Russell to Her Majesty's Acting Commissioner.

Sir, *Foreign Office, August* 22, 1861.

WITH reference to your despatch of the 29th May last, I have to acquaint you that I approve the letter which you addressed to the Governor-General of Angola, calling his Excellency's attention to the frequent exportation of slaves as domestic servants from the mainland to the Island of St. Thomas, under the pretence of their being the property of passengers going to that island.

I am, &c.
(Signed) RUSSELL.

No. 39.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received August* 31.)

My Lord, *Loanda, July* 7, 1861.

BY the arrival of the United States' steamer "Sumpter," yesterday, I have learned, and have the honour to report to your Lordship, the detention of the "*Falmouth*," a vessel well known in the Slave Trade, and which was mentioned in my despatch of the 7th ultimo, as being narrowly watched in the River Congo.

The "*Falmouth*" was seized by the Lieutenant-Commanding Armstrong, of the "Sumpter," on the 11th June last, off Red Point, a short distance north of the Congo, from whence, in some very short period, but for the watchfulness of Lieutenant-Commanding Armstrong, and the existing system of co-operation between the United States and British ships of war, the "*Falmouth*" would have sailed with her cargo, which was at Red Point, prepared for embarkation.

I am, my Lord, perfectly satisfied that, so long as the unanimity which prominently commenced between the Captains Fitzroy and Brent at Kinsembo, last year, shall be continued, scarcely a slave-vessel will be found to escape detention or capture on this portion of the West African Coast: for the result which may attend the detention of such vessels, the judiciary of the United States can alone be responsible.

I take this occasion to inform your Lordship that, with the exception of the corvette "Saratoga," which ship has orders to be here by to-morrow, the United States' squadron are now in this anchorage, the Flag Officer having expected orders to return with the ships to America. I am happy, however, to say that no such orders have arrived.

I have, &c.
(Signed) H. V. HUNTLEY.

No. 40.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received September* 10.)

My Lord, *Loanda, July* 13, 1861.

I HAVE the honour to transmit to your Lordship the copy of a letter I have this day received from Commander Raby, of Her Majesty's ship "Alecto," which officer, through the zealous interference of Captain Alfred Taylor, commanding the United States' ship "Saratoga," has been enabled to capture a brigantine without papers or flag, but fully prepared to take on board a cargo of negroes.

The crew, apparently, were Spaniards, and from information connected with this circumstance I have no doubt of the captured brigantine being the "*Nympha*."

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure in No. 40.

Commander Raby to Her Majesty's Acting Commissioner.

Sir, "*Alecto*," *St. Paul de Loanda, July* 13, 1861.

I HAVE the honour to inform you that Her Majesty's ship under my command captured, in 8° 40° south latitude, and 13° 11° east longitude, on the 11th instant, a brigantine without papers or colours, name and nation unknown.

I was, I am happy to say, enabled to capture this vessel, through the active system of co-operation which at present exists between the United States and our own squadrons.

I have, &c.
(Signed) HENRY J. RABY.

No. 41.

Her Majesty's Acting Commissioner to Lord J. Russell.—(*Received October* 12.)

My Lord, *Loanda, August* 9, 1861.

I HAVE the honour, but with great regret, to report to your Lordship the retirement from the West Coast of Africa of the United States' ships of war named

in the inclosed Return, in consequence of which there will now be left upon the African Coast only the corvette "Saratoga," commanded by Commander Alfred Taylor.

The recall of this squadron, under the orders of Flag Officer William Inman, which has been so distinguished for its efforts to suppress the Slave Trade, and so earnestly endeavouring to prevent the fraudulent use of the United States' flag by those engaged in that Traffic, as a means of averting search by ships of war of other nations, combined with the most disinterested desire to co-operate with Her Majesty's ships of war upon this station in every available instance where unity of action appeared useful, whether to counteract the views of the slave-trader, or to protect commercial interests, must be considered as a most unfortunate event, threatening to re-open channels which had been closed against the Slave Trade, and encourage those already conversant with that Traffic to re-commence operations, which, virtually opposed but by one ship of war, the United States' ship "Saratoga," cannot fail to offer vast inducements, with little risk.

Under the supposition that no measures have been agreed upon between Her Majesty's Government and that of the United States as an equivalent for the recall of the squadron employed on the West African Coast by Treaty, and feeling that the removal of every impediment to the increased action of Her Majesty's squadron becomes now a consideration of greater import, I beg leave to ask the notice of your Lordship to an extract, inclosed herewith, from the Slave Trade Instructions supplied to Her Majesty's ships on this station for their guidance with reference to the treatment of vessels or boats acting in aid of that Traffic, but not in waters within the jurisdiction of any recognized civilized foreign State.

Your Lordship will see by this instruction that Her Majesty's officers are, in the event of meeting with vessels or boats as already described, enjoined to seize the slaves intended for traffic, and take them to a British Colony to be liberated, permitting the vessel or boat in which they were found to proceed with any property which might be on board.

The removal of slaves from place to place by water-carriage is at present an undoubtedly favoured practice, and should the British cruizers give their attention to this system, in preference to occupying an offing out of sight of land, I think they would frequently meet the vessels and boats mentioned, having from 20 to 70 slaves on board; these, of course, would be taken out.

Having so done, the officer commanding would have the choice of one of two alternatives: first, to retain them on board until want of provisions forced him into port: secondly, to proceed with them to a British Colony.

The selection of the first measure would, I think, my Lord, infallibly create sickness in the cruizer, and great loss of life amongst the rescued negroes, who would be night and day exposed to the weather, for they certainly could not be allowed to leave the upper deck of a small ship of war.

The adoption of the second would be to remove the cruizers from the station, and consequently, for the sake of liberating a few slaves, leave the coast free for the operations of the slave-dealers for many weeks at a time.

Since the recall of the United States' squadron, it appears to me, my Lord, that the general practice of cruizing in the offing, and occasionally sighting the land, will give way to a closer inspection of the beach, with a view of preventing the vessels and boats indicated from conveying the slaves from one rendezvous to another; possibly the future system soon will partake more of the character of a close blockade than hitherto it has.

With reference to the disposal of any slaves which might be seized in comparatively small numbers at any one time, there are two methods by which the absence of the cruizer from her station might be obviated for more than a few days, namely:—

1st. The formation of an agreement with the Portuguese Government for the reception of the captured negroes at Loanda, in accordance with the stipulations of the Additional Article to the Treaty of the 3rd of July, 1842, dated October 22, 1842.

2ndly. The establishment of a depôt-ship in this harbour, on board of which the captured negroes might be received, and await the departure of a ship of war, or that of an empty coal-ship, for conveyance to a British Colony; the owner of the coal-ship would gladly admit the liability of carrying the negroes to the British West Indies, to be inserted in the charter-party, for these ships uniformly leave this place in ballast for some part contiguous to that region. The depôt-ship

would also, of course, contain coal, stores, and provisions, for the use of the squadron; the absence of which vessel has, indeed, been so much lamented as being prejudicial to the suppression of the Slave Trade.

The additional pressure now manifestly thrown upon Her Majesty's squadron employed upon this division of the African station demands, my Lord, I beg to submit, the removal of every hindrance to its exertions; and one measure, apparently to me quite defensible, if adopted, would certainly give assistance: I propose, my Lord, to deny the right of nationality to those vessels and boats carrying slaves for Traffic in the waters described. These waters are not within the jurisdiction of any foreign civilized State, whether in the Congo or on the coast; and why, my Lord, should the vessels and boats belonging to places on such parts of the coast enjoy an immunity which is refused to the waters on which they operate? By this course the water transport of slaves, from point to point, would probably be altogether in a short time prevented.

I have, &c.
(Signed) H. V. HUNTLEY.

P.S. *August* 13.—I beg leave to inform your Lordship that the United States' ship "Mohican" left this coast to-day; the others, with the exception of the corvette "Saratoga," having sailed for the United States since the 9th instant.

H. V. H.

Inclosure 1 in No. 41.

Extract from the Slave Trade Instructions, Section 2, Article 7.

IN all cases, however, vessels or boats of native Africans found in waters not within the recognized jurisdiction of a foreign civilized State, and actually engaged in carrying slaves for the export Traffic, are to be stopped, and slaves in them intended for the Traffic are to be taken to a British Colony to be liberated, but the native crews belonging to such vessels or boats are not to be subjected to any ill-treatment, and are to be permitted to proceed with their vessels or boats and property whither they please.

Given under our hands this 12th day of June, 1844.

(Signed) G. COCKBURN.
W. H. GAGE.

By command of their Lordships,
(Signed) SIDNEY HERBERT.

Inclosure 2 in No. 41.

Statement of United States' Ships of War recalled from the West Coast of Africa.

"Constellation," flag-ship, 22 guns; "San Jacinto," 13 guns; "Portsmouth," 18 guns; "Mohican," 6 guns; "Mystic," 5 guns; "Sumpter," 5 guns.

The corvette "Saratoga," a sailing-ship, mounting eighteen guns, will remain upon the coast, under the command of a captain who will supersede Commander Alfred Taylor.

Loanda, August 9, 1861. (Signed) H. V. HUNTLEY.

No. 42.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received October 12.)

My Lord, *Loanda, August* 10, 1861.

I HAVE the honour to transmit to your Lordship translated copies of the Report presented by the Curator of the disposition of the negroes captured by the Portuguese palhabote of war "Pedro V," and liberated by the Court of Mixed Commissions in this city, as shown by the several inclosures attending this despatch, which are also accompanied by that portion of a "Boletim Official" having reference to the said negroes.

I have, &c.
(Signed) H. V. HUNTLEY.

Inclosure 1 in No. 42.

Report of the Curator of Liberated Africans.

(Translation.)

I HAVE the honour to acquaint the Board of Superintendence of Liberated Negroes that during the quarter I visited them several times, and found—

1st. Twenty-four libertos employed as servants, and the remainder in the Department of Public Works, except forty-four of them, who are employed by the Municipal Chamber of this city, and all said they are receiving good treatment.

2nd. That in the same quarter it was reported to the Board by the Director of Public Works that three of the libertos ran away, and four died in the hospital, which completes the number of seventy-two negroes liberated by the Mixed Commission established in this city, and delivered by this Provincial Government to the Board of Superintendence, in conformity to Annex C of the Treaty of 3rd July, 1842.

St. Paul de Loanda, July 1, 1861.

(Signed) MANOEL ALVES DE CASTRO FRANCINO, *Assistant Curator.*

Inclosure 2 in No. 42.

Minute of Session of the Board of Superintendence of the 1*st May*, 1861.

(Translation.)

ON the 1st May, 1861, in this city of St. Paul de Loanda, reunited the Board of Superintendence at the Palace of this Government, at 12·30 P.M., by invitation of his Excellency Sebastião Lopes de Calheiros e Menezes, Governor-General of the Province of Angola. His Excellency said that he had called a meeting of the said Board of Superintendence, for the purpose of continuing their labours, as there was in the Department of Public Works a number of negroes liberated by the Mixed Commission established in this city, who, in conformity of Annex C to the Treaty of 3rd July, 1842, between Portugal and Great Britain, for the suppression of the Traffic in Slaves, ought to be placed in charge of the Board of Superintendence, and agreeing to this, Sir Henry Huntley, Arbitrator, Acting Commissioner, in the absence of Edmund Gabriel, Esq., the Board resolved, that in conformity of Annex C, should be published in the Official Boletim, a notice of the existence of the said libertos in the above-mentioned Department, inviting those whoever wish to take them under the conditions that shall be presented in the next reunion of the Board, which will take place seven days after the publication of the said notice, to decide to whatever questions that shall be presented, the Assistant Curator, acting as Curator, said, that as all the books had been received in the Archives of the British Commissioner, also other objects belonging to the Department of the Curator for Liberated Negroes, with consent of the said Board when they suspended their labours in August 1858, it was necessary that the books of the Acts and the Register of the negroes recently liberated, should be immediately returned for the purpose of entering them therein, and entering in them the Acts of this Session and of those which shall follow; also the other books as they will become necessary. The Board so resolved, and Sir Henry Huntley offered immediately to deliver the books. And there being no further business, the Board adjourned at 10 o'clock P.M.

Having entered these Acts, the Members of the Board sign, with me, Manoel Alves de Castro Francino, Assistant Curator of Liberated Negroes, in the absence of the Curator, and acting as Secretary; Sebastião Lopes de Calheiros Menezes, Governor-General; Henry Huntley; Manoel Alves de Castro Francino.

Inclosure 3 in No. 42.

Minute of Session of the Board of Superintendence of the 3*rd May*, 1861.

(Translation.)

ON the 3rd of May, 1861, in this city of St. Paul de Loanda, and in the Palace of the Governor-General of this province, re-united the Board of Superintendence of Liberated Negroes. The Curator said that he had called this meeting for the purpose of presenting the demands for libertos made by different individuals in conformity of the deliberation of the Board taken in the preceding session, and of the notice published in the "Official Boletim" of the 4th of the present month; and presented the following documents of the Councillor President of the Relação, Louis José Mendez Affonso, asking for his service the liberto Pedro Quala; of Don Thereza de Aguiar e Castro, asking for the libertos Izidore Tapioca, Ganga Pedro, Maiamba Guilhermima, Maria Segunda, Maria Guenque, Amalia Cambera, Mariana Muganga, Christivão Mudi, João, e João Congo; of Dr. Saturnino de Souza e Oliveiro, asking for libertos Cicero Maialla, Antonia Segunda, Tiberio Sumbo, and Pedro João; of Ignacio José Moraes, jun., asking for libertos Melanda, Quenque, Mossoque, and Manoama; of Lieutenant-Colonel Marcelino Antonio Noroberto Rudzky, asking for libertos José Panso and Boaquina; and of Ensign Satyro José Rodrigues de Costa, asking for libertos Manoel and Manacula; of the Notary Public, Maria Lazary, asking for liberto Alfredo Alfrete; and a proposition from the Municipal Chamber of this city that all the libertos above mentioned should be delivered to the said Chamber. To this the Board resolved granting the before-mentioned requests, and that the remaining 46 libertos (as 2 had died in the hospital since the notice) should be delivered to the Camara, entering for this purpose the competent contract, and declined the petitions of Antonio Ignacio Ruas, Joaquim Manoel Escorcio, Louis Gomes de Carvalho Vieira, Manoel de Castro Pinto, and Redolfo Vieira Lopez (that were also presented), as these persons petitioned for the libertos for their plantations at Dande, Icolto, e Bengo, places for which the Board could not give license, as they are at a distance of over twenty English miles, established in Annex C to the Treaty of the 3rd of July, 1842.

There being no further business, the Board adjourned at 1 o'clock P.M. Entering this Act, the members of the Board sign with me, Manoel Alves de Castro Francino, Assistant Curator of Liberated Negroes, and Acting Secretary; Calheiros, Governor-General; Henry Huntley, Arbitrator and Acting Commissioner; Manoel Alves de Castro Francino.

Inclosure 4 in No. 42.

Minute of Session of the Board of Superintendence of the 22nd May, 1861.

(Translation.)

ON the 20th of February, in the year of our Lord 1861, in this city of St. Paul de Loanda, and in the Palace of the Governor-General, met in session the Portuguese and British Mixed Commission established in this city, in conformity to the Treaty of the 3rd of July, 1842. His Excellency the Governor-General, Sebastião Lopes de Calheiros e Menezes, acting as Commissioner in the said Commission on the part of His Most Faithful Majesty, and Sir Henry Huntley, acting as Commissioner on the part of Her Britannic Majesty, and the sworn Interpreter, M. Albert Schut, Antonio Urbano Pereira de Castro acting as Secretary. The most excellent Councillor Governor-General gives notice that he has taken the oath before the Councillor Dr. Louis José Mendez Affonso, President of the Relação of Loanda, in conformity with No. 3 of Article IX of Annex B to the same Treaty: and that he has called this session as the papers that the Secretary of this Commission had sent to the Governor-General were presented, and to deliberate over them according to law. They were there presented the document to the Governor-General of the 29th of January last, containing the copies of a document from the Chief of the Portuguese naval station; another from the Commander of the palhabote of war "Don Pedro V;" also a copy having reference to the 33 libertos sent to the Public Works for deposit. All these papers relate to the upsetting of the lancha "Maria Izabel," belonging to Pamplona, having on board 80 slaves, shipped at Lieugula, a point close to Ambrizette, to be disembarked at Vista; and being chased by the above-mentioned palhabote, was, by means of the mismanagement of the patrão of the same lancha upset, and with difficulty the Portuguese flag, and 33 slaves, with one of the Cabindas belonging to the crew, were secured, the remainder saving themselves by swimming.

The Commissioners, after examining the papers, resolved that they should be authenticated, and presented at the first session, with the Cabinda of the said lancha that was also taken. Two or three of the libertos who should appear the most intelligent amongst the 33 should be questioned; also the Commandante of the palhabote "Don Pedro V" should be invited to come and make his declaration.

No. 43.

Her Majesty's Acting Commissioner to Lord J. Russell.—(Received November 4.)

My Lord, *Loanda, August 23, 1861.*

IN my despatch of May 29, I had the honour of inclosing to your Lordship the copy of a letter which I had addressed to his Excellency the Governor-General on the subject of domestic slaves being taken with unusual frequency from this city to the Island of St. Thomas.

Since the date of that despatch, I have, my Lord, the more carefully watched that practice, and it appears to me not only to be extending itself, but also to have originated another measure which will call for rigid supervision, if not opposition, although it may have received the apparent sanction of the Government of this Province.

I believe I am quite correct in stating to your Lordship that the practice I allude to is of the following description, namely, previously to the departure of the last Portuguese mail-steamer* from this city for St. Thomas and Lisbon, no less than forty applications were made by or on the part of negroes, represented as being free, and desiring to leave Loanda to proceed to St. Thomas, for the purpose of hiring themselves out as labourers, it having been understood that labour was much wanted on that island.

Applications were made for a passage to St. Thomas in the "Stephanie;"† each negro was provided with a passport regularly executed by the Provincial Government, and the passage-money being then paid, they were received on board as free passengers.

Shortly afterwards about 100 more similar applications were preferred; which occurrence apparently awakening the suspicion of the agent acting here for the "União Mercantil" Company of Lisbon, these fresh applications were rejected.

Since this event a large coasting-boat called a "lancha," of twelve or fifteen tons burden, has had her sides "raised upon" (meaning built higher,) and I am confidently informed that it is intended to despatch her with 70 negroes, professing to be freely making the voyage to St. Thomas, as soon as the vessel may be ready for sea, which she will in ten days or a fortnight be.

I cannot discover that there will be any objection on the part of the Provincial Government to supply passports should they be required for the negroes mentioned; and I have, indeed, been informed that directions have been sent from hence to the Governor of St. Thomas carefully to register the negroes arriving as freemen, in order to frustrate any illegal intentions entertained with reference to them, by those who in reality will be the shippers.

It is, my Lord, certainly believed that the subject of renewing the cultivation

* "Stephanie," August 9, 1861. † August 9, 1861, to sail for Lisbon and St. Thomas.

of the fertile island in question has lately engaged the attention of the Portuguese Government, which, probably, has given directions for every possible assistance to be afforded from this province; nevertheless, in the face of the precaution I have before named, I cannot help looking upon the proceeding with unqualified suspicion; regarding it as a subterfuge to evade the Treaty of July 3, 1842, with Portugal, for the suppression of the Slave Trade, on the part of those who embark the negroes.

I am fully of opinion that should a vessel carrying negroes as already described be met with by one of Her Majesty's ships, and sent in for trial, no justification of the practice would be found in the Treaty, which clearly stipulates what negroes may be legally carried;* and no permission is anywhere given to carry any others: and by examining some of the negroes themselves, I think it would be found that they were no consenting party to their embarkation.

I have, my Lord, partially mentioned this subject to Commodore Edmonstone, who arrived here on the 15th instant, but as that officer was suddenly called away to the River Congo, any further communications with reference to it have been necessarily suspended; but upon his return I shall call them to his attention. However, I shall not fail to place the whole case in the possession of Her Majesty's Commissioner, who I expect will resume his duties early in September.

I have, &c.

(Signed) H. V. HUNTLEY.

No. 44.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September 12, 1861.*

WE have the honour to inform your Lordship that Mr. Gabriel returned to this place from England on the 4th instant, and resumed his duties as Her Majesty's Commissioner in the British and Portuguese Mixed Commission established here.

2. A Minute to this effect has been duly entered on the Records of the Court.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 45.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September 15, 1861.*

INCLOSED we have the honour of laying before your Lordship a Report of the case of the Portuguese launch "*Tigre*," seized on the 9th August, 1860, by His Most Faithful Majesty's cruizer "Don Pedro V," Lieutenant Pinho commanding, in latitude 6° 6′ south, and longitude 12° 10′ east, for having on board a cargo of 70 slaves which had been shipped at Mangue Grande the previous day, and were destined to be put on board a vessel which was receiving her human cargo under sail in the offing.

2. The "*Tigre*" did not succeed in getting alongside the slave-vessel, and having lost sight of her, she was returning in-shore towards Mangue Grande when captured by the "Don Pedro V."

3. In the evidence given by the several witnesses examined in this case, as well as in those of the "*Paquete de Moanda*" and "*Va-vo*," captured at the same time, your Lordship will observe that mention is frequently made of Luiz Leivas as having been the party who directed and superintended the shipment of this cargo of slaves. This individual, a Portuguese subject who for some months past has been very actively engaged in the Slave Trade to the north, is a nephew of Francisco Antonio Flores, and was formerly charged with the management of some of his affairs in connection with the copper mines at Bembé.

4. The sentence in the case of the "*Tigre*," a translation of which is inclosed, does not allude to the number of slaves which died between the period of capture and condemnation, or how many remained to be emancipated. The survivors were

* Article V, Treaty, July 3, 1842.

delivered over to the Department of Public Works in this city, and Her Majesty's Commissioner, as a member of the Board of Superintendence of Liberated Negroes, will, on resuming his duties in that capacity, have the honour of reporting to your Lordship the manner in which they have since been disposed of.

We cannot close this despatch without remarking on the proceedings of the Commander of the Portuguese schooner of war "Cabo Verde" in not detaching an adequate force from that vessel to navigate the "*Tigre*" to Loanda, and subsequently on ascertaining that she had been obliged to put into Cabenda, where the crew had deserted her, in leaving her hull on the beach at that place, without taking any measures to destroy it. It is more than probable that the "*Tigre*" is again employed for the same iniquitous purposes as she was when captured by the "Don Pedro V."

We have, &c.

(Signed) EDMUMD GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 45.

Report of the case of the Portuguese launch "Tigre."

THE "*Tigre*" was found sailing under Portuguese colours, with a passport granted by the General Government of Angola, in which a native of Cabenda is described as the owner. She had embarked seventy slaves at Mangue Grande to be delivered on board a brigantine which was receiving her cargo under sail, but night having set in, she failed to get alongside, and Lieutenant Pinho, of His Most Faithful Majesty's cruizer "Don Pedro V.," boarding her on the 9th of August, 1860, in latitude 6° 6′ south and longitude 10° 10′ east, and finding her with the said slaves on board, seized her and commenced a prosecution against her in the British and Portuguese Mixed Commission.

On the 31st of August a letter was received from the Commander of the Portuguese Naval Station on this coast, reporting the circumstances under which the capture of the "*Tigre*" was effected, and inclosing the papers found on board of her, together with the seizor's declaration. That officer also reports that the crew of the "*Tigre*" had been lodged in the jail at Loanda, and that fifty-six of the slaves found on board of her had been placed in the Department of Public Works pending adjudication, viz., male, 37; female, 19.

This letter was accompanied also by a list of the stores found on board the "*Tigre*" at the time of detention.

The following is a summary of the papers belonging to the "*Tigre*" which were presented to the Court, viz.:—

1. Passport from the General Government of Angola, and dated 20th January, 1859.
2. Pass signed by the Secretary-General of the Government of Angola, and dated 27th March, 1860, with several *visas*, the latest being that of the Governor of Ambriz, dated 12th June, 1860, authorizing the "*Tigre*" to proceed to the ports to the north.
3. List of crew, including the names of seven natives of Cabenda, and dated Loanda, 18th January, 1860.
4. Certificate of measurement.
5. Six Custom-house cockets for merchandize shipped at Loanda for the "ports to the north."

With the above-mentioned papers there were also brought into Court by the captors six open letters, translations of three of the most interesting of which are hereunto annexed (Inclosures 2, 3, and 4).

The declaration of the officer commanding the "Don Pedro V" stated that "on the 9th August, 1860, being at anchor in latitude 6° 6′ south, and longitude 12° 10′ east, he visited the Portuguese launch '*Tigre*,' and finding on board of her 70 slaves without passport, she was captured in conformity with the Treaty of 3rd July, 1842."

On the 4th October, 1860, the prosecution was commenced in the usual form in the British and Portuguese Mixed Commission, and the monition being issued, the above-mentioned papers were duly filed in the cause.

The Court met on the 6th October, and J. W. Albert Schut being sworn in as interpreter, the captor ratified his declaration on oath, and deposed that he had delivered the launch "*Tigre*" with her crew, and the slaves found on board, excepting 3, who had died, to the Commander of the Portuguese schooner of war "Cabo Verde," and that she had not yet arrived in this port, being in a very bad and almost unseaworthy state.

The witnesses in preparatory produced by the captor for examination on the standing interrogatories were then called.

Joba, native of Cabenda and coxswain of the "*Tigre*," declared that he was engaged by Don Ramon Ripon, the owner of a factory at Porto da Lenha in the River Congo, as coxswain of the said launch. That when near Mangue Grande he was called by Luiz Leivas to convey on board a ship then in sight (the name of which is unknown to him) slaves belonging to the said Leivas. That he was doubtful whether he ought to do so, but at last he received on board 70 slaves and proceeded towards the ship, but he was unable to get alongside, having lost sight of her during the night. That he returned with the launch to Maza Mandombi, it being a better landing-place; and thence proceeding to Manda Maria by order of the aforesaid Luiz Leivas, he was detained by the "Don Pedro V." That at the same time as the "*Tigre*" there sailed another launch called the "*Va-Vo*," and the palhabote "*Paquete de Moanda*," which delivered their slaves on board the aforesaid vessel. That the "*Tigre*" is owned by Don Ramon. On being asked if, when he left the Congo, he had orders to receive slaves, he replied in the negative, adding that slaves are not embarked within that river.

Soca, native of Cabenda, stated that he is boatswain of the "*Tigre*," which belongs to Don Ramon, at Porto da Lenha, from whence she sailed, by order of the said owner, to bring goods from Ambriz; and passing close to Mangue Grande, Luiz Leivas at that place induced them to take 70 slaves on board a ship which was then receiving her cargo under sail. That they proceeded towards the said ship in company with the palhabote "*Paquete de Moanda*" and the launch "*Va-Vo*," both of which delivered their slaves on board the vessel, but night having set in, they could not find her in the "*Tigre*," and, therefore, they returned to Maza Mandombe, where they received orders from Leivas to proceed to Manda Maria with the slaves, and at that place the launch was detained by the "Don Pedro V."

A seaman called Sumbo, a native of Cabenda, being called, confirmed the coxswain's testimony in every particular to which he could depose, though his evidence was of a more limited nature.

The monition was returned on the 12th October, 1860, and on the 22nd, the Secretary of the Commission received from the Secretary-General of the Provincial Government a letter, inclosing a copy of a communication which had been addressed to the Governor-General by the Commander of the Portuguese schooner of war "Cabo Verde," a translation of which is annexed (Inclosure 5).

From this document, it appears that the "*Tigre*" having been manned by the crew from the "Cabo Verde," with instructions to proceed to Loanda, had been driven by contrary winds and currents into Cabenda, where her crew had escaped, after selling all her apparel and fittings, together with six of the libertos she had on board.

These papers were duly filed in the cause, and the 30th October, 1860, was appointed for the trial, when the Court decreed the condemnation of the "*Tigre*" as a good and lawful prize, and ordered that she should be disposed of in accordance with the Treaty.

A translation of the sentence to this effect is annexed (Inclosure 6).

St. Paul de Loanda, September 15, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 45.

Don Tomas Martines to Captain José Roche.

(Translation.)

Captain, *Macula, June* 25, 1860.

THE bearer of this is Don Francisco, who will tell you all the news here. The moment you receive this, you will proceed to sea, and stand in again in 6° 44′ south, where you will find a small craft with a blue flag flying as a signal, which, on making you out, will allow you to approach her and will guide you to the point you are to make.

The only cruizer now here is an American corvette: however, you ought to be on your guard. We have nothing to fear from the English, except in some unforeseen event.

I am, &c.
(Signed) TOMAS MARTINES.

Inclosure 3 in No. 45.

Letter signed by Guilherme José da Silva Correa for Don Tomas Martines, and addressed to Captain José Roche.

(Translation.)

Captain, *Macula, June* 26, 1860.

THE bearer of this will be Don Francisco, who will tell you the state of affairs. The moment you receive this proceed to sea, and on the 20th July stand into Mangue Grande, where you will find some one to conduct you to the anchorage.

I am, &c.
For Don Tomas Martines,
(Signed) GUILHERME JOSE DA SILVA CORREA.

Inclosure 4 in No. 45.

Manoel Augusto Borguete Alves to Senhor Duarte Carvalho & Co. of Lisbon.

(Translation.)

Sirs, *River Congo, June* 30, 1860.

I HAVE received your advices of the 15th February last, acquainting me that you have received the sum of 155$481, proceeds of the dollars (?) which is at my disposal.

You will oblige me by retaining this sum in your possession, as well as any others which may be sent to you from the Havana until further orders; and it only remains for me to thank you, and offer you my services here.

I am, &c.
(Signed) MANOEL AUGUSTO BORGUETE ALVES.

Inclosure 5 in No. 45.

The Commander of the "Cabo Verde" to the Governor-General of the Province of Angola.

(Translation.)

Excellent Sir, "*Cabo Verde*," *Loanda, October* 14, 1860.

BEING informed whilst at Porto da Lenha that a launch had appeared at Cabenda, manned, it was said, by deserters from the navy, and that she was one of those which had been captured by the schooner "Don Pedro V." for being concerned in the Traffic in Slaves, I proceeded to that port in order to investigate the matter, and to take whatever measures might be possible.

On arriving at that port I learnt from the honorary Colonel, Francisco Franca, that the launch "*Tigre*" had arrived there, and I saw her on the beach, there being nothing left but her hull, the crew having sold all her apparel and fittings, and even the six libertos which she had on board.

A prize crew had been sent from this ship to navigate the "*Tigre*" to Loanda from the River Congo;

but the voyage being prolonged by contrary winds and currents, she was obliged, by the want of provisions, to put into Cabenda.

The crew of the "*Tigre*," convinced of the criminality of their proceedings, had concealed themselves in the villages in the interior; and although I requested the authorities there to capture them, it would have been very difficult to do this in consequence of the number of American ships which arrive at that place, on board of which they might have concealed themselves.

To restore the hull of the launch, they demanded as indemnity the value of the articles which they alleged had been lent to the seamen—a barrel of rum, and twenty pieces of cloth, in consequence of which, and seeing, moreover, that it would have been almost impossible to tow her up the Congo, I was not able to bring her away.

(Signed) FRANCISCO D'ASSIS E. SILVA.

Inclosure 6 in No. 45.

Judgment given in the case of the Portuguese Launch "Tigre."

CONSIDERING that the authentic declaration of Francisco Pedro Villar de Pinho, commanding the cruizer "Don Pedro V," shows that the "*Tigre*" was captured in latitude 6° 6′ south, and longitude 12° 10′ east, having on board 70 slaves, without passport:

Considering, likewise, the replies given by the coxswain and two of the crew of the said launch to the interrogatories put to them, that the said launch received her slaves in Mangue Grande to be conveyed on board a ship which was receiving her cargo under sail, and that night having set in, they did not find her:

Considering, moreover, that in view of these proofs and others which appear in the "autos," it is beyond doubt that the said launch being engaged in the Traffic in Slaves, was legally detained under Article I of the Treaty of July 3, 1842:

On these grounds, and no claim having been presented by any of the parties interested in her, in accordance with the monition which was duly issued, the launch "*Tigre*" is judged a good prize, and it is ordered that she shall be disposed of in conformity with the aforesaid Treaty.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed) H. V. HUNTLEY, *Acting Commissioner.* CARLOS AUGUSTO FRANCO, *Governor-General, acting as Portuguese Commissioner.*

No. 46.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September* 15, 1861.

WITH this despatch we have the honour of laying before your Lordship a report of the case of the Portuguese launch "*Va-vo*," condemned in the British and Portuguese Mixed Commission at this place for being engaged in the Slave Trade, and fully equipped for that purpose.

2. The "*Va-vo*" was fallen in with in latitude 6° 6′ south, and longitude 12° 10′ east, by His Most Faithful Majesty's cruizer "Don Pedro V," and sent to Loanda for adjudication. The evidence produced clearly proved that she had been engaged in the same enterprise as the "*Tigre*," reported in our preceding despatch, and that she was, therefore, liable to the consequences of an infringement of the Treaty of the 3rd July, 1842. The manifest equipment of the "*Va-vo*" for the Traffic in Slaves led to a sentence of confiscation being pronounced on her on the 30th October, 1860.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 46.

Report of the case of the Portuguese Launch "Va-vo."

THE launch "*Va-vo*" was detained under Portuguese colours on the 9th August, 1860, by His Most Faithful Majesty's cruizer "Don Pedro V" for having on board an equipment for the Slave Trade.

On searching her the following papers were found on board, viz.:—

1. Passport given by the General Government of the Province of Angola, and dated 13th July, 1859, in which Mabuco, a native of Cabenda, is described as owner.
2. Pass dated Loanda, 28th of September, 1859.
3. List of crew.

The captor's declaration was to the effect following:—

"On the 9th day of August, 1860, the 'Don Pedro V' being at anchor in latitude 6° 6′ south, and longitude 12° 10′ east, visited the Portuguese launch '*Va-vo*,' which was captured for having on board the articles hereunder mentioned:—two large casks and one small cask filled with fresh water; two large tubs; one boiler of very large size; one iron pot; and a large quantity of beans and farinha.

"Her crew was composed of nine Cabenda men, and the coxswain on being asked stated that the '*Va-vo*'

belonged to a native of Cabenda who hired her to a Portuguese factor at Porto da Lenha named Carvalho, by whom she was sent to Mangue Grande at the disposal of Luiz Leivas. That the said Leivas embarked twenty slaves on board of her, who were conveyed to an American brigantine which shipped her cargo of slaves on the 6th of August last, near Snake's Head; the embarkation of slaves on board this launch having been directed by Manoel Antonio Borguete Alves and José Viera Borges."

On the 4th October, 1860, the usual monition was issued, and on the 8th proceedings commenced in the Court the witnesses being brought up and examined on the standing and special interrogatories.

Chocolate Oliveira, coxswain, deposed as follows:—

"That the launch '*Va-vo*' belonged to Chico Franco, at Cabenda, and was lent to Carvalho Mangueira, established with a factory at Porto da Lenha in the River Congo, in whose service she was employed when she was sent to Ambriz. On being questioned, however, by the captor he stated that the truth was, she had been sent by Carvalho to Mangue Grande at the disposal of Luiz Leivas, who embarked slaves in her to be taken on board an American brigantine which received them under sail. That on returning to Maza Mandombe they were visited by the 'Don Pedro V,' and they declared that they were receiving wood and water in order to proceed to Ambriz; but that on the following day, being off Moita Secca, they were seized by the 'Don Pedro V,' because they were proceeding towards Moanda, where they were going to land a sick man.

That at the same time as the "*Va-vo*," the launch "*Tigre*," and the palhabote "*Paquete de Moanda*," and others which were not detained, also took off slaves to the brigantine above-mentioned.

In reply to a question put by the British Commissioner, he stated that the launch was quite full, but he could not say what number of slaves she took on board, for he did not count them.

The boatswain and one of the seamen being examined, their evidence fully corroborated that given by the coxswain.

On the 30th October, 1860, the Commissioners met, and no further evidence being advanced, they pronounced that the "*Va-vo*" had been lawfully detained, on grounds similar to those set forth in the case of the "*Paquete de Moanda*;" and it having been established that this launch was provided with nearly all the prohibited articles of equipment mentioned in Article IX of the Treaty of the 3rd July, 1842, they adjudged the said launch to be a good prize, and ordered that she should be disposed of in accordance with the said Treaty.

St. Paul de Loanda, September 15, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 47.

Her Majesty's Commissioners to Earl Russell.—(*Received November* 12.)

My Lord, *Loanda, September* 16, 1861.

WE have the honour to inclose herein, for your Lordship's information, a Report of the case of the palhabote "*Paquete de Moanda*," sailing under Portuguese colours, which having 5 slaves on board, and a complete slaving equipment, was detained on the 13th August, 1860, by His Most Faithful Majesty's schooner "Don Pedro V," Lieutenant Pinho, Commander, and prosecuted before the British and Portuguese Mixed Commission at this place.

2. This case resembles, in all its main features, those of the "*Tigre*," reported in our despatch of yesterday's date, and they both afford a clear demonstration of the great assistance which is rendered to the slave-traders by the numerous launches and small craft employed in the coasting trade in the vicinity of the Congo, and furnished with regular papers from this Provincial Government.

3. One of the slaves found on board this vessel alleged that she had been shipped in a palhabote belonging to that notorious slave-dealer, Pamplona, in this harbour, and near the citadel or fortress of San Miguel: and another stated that she had been embarked on board a launch belonging to the same individual near the bar of Corimba, about five miles outside of the harbour; but none of the witnesses having been questioned concerning this matter, we are unable now to do more than bring these statements under your Lordship's notice.

4 Her Majesty's Commissioner has found some advantage on former occasions from the names of persons engaged in the Slave Trade being recorded in the archives of the Commission, and we have, therefore, considered it advisable to append to this Report, as well as to that of the "*Tigre*," translations of some of the intercepted correspondence which is filed in the proceedings, and contains information that may hereafter be useful.

5. In the sentence of confiscation passed on the "*Paquete de Moanda*," a translation of which is annexed to the inclosed Report, no mention is made of the number of slaves found on board at the time of capture, the survivors of whom had, with the crew and passengers of that vessel, been deposited in the jail of this city pending adjudication, as reported by the Commander of the Portuguese squadron; but they were subsequently delivered up to the Department of Public Works, and Her Majesty's Commissioner, upon resuming his duties as a member of the Board of Superintendence of Liberated Negroes, which he will immediately do, will inquire

into the manner in which these slaves were finally disposed of, and report thereon to your Lordship.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 47.

Report of the case of the Palhabote "Paquete de Moanda."

THIS palhabote, sailing under Portuguese colours, was fallen in with on the 13th day of August, 1860, in latitude 6° 6′ south, and longitude 12° 10′ east, by His Most Faithful Majesty's cruizer "Don Pedro V," F. P. V. de Pinho Commander, and being found with 5 slaves on board, was sent to Loanda for adjudication.

On the 4th September, 1860, a letter was addressed to the members of the Mixed Commission by the Commander of the Portuguese Naval Station, detailing the circumstances attending the capture of the palhabote "*Paquete de Moanda*," and reporting that the two passengers found on board, and the five slaves which were said to belong to them, and also the seven Cabenda men composing her crew, had been sent to the jail in this city.

The papers found on board were :—

1. Muster-roll, including the names of nine natives of Cabenda.
2. Certificate of measurement.
3. Passport granted by the General Government of Angola, dated 29th May, 1859.
4. A Custom-house cocket.
5. Minute of bond entered into at the Custom-house at Loanda on the 30th May, 1859, whereby, in conformity with the Decree of the 10th of December, 1836, it is prescribed that the "*Paquete de Moanda*" is not to be employed in the Traffic in Slaves, and José Bernardo da Silva, who signs as bondsman, becomes liable to any punishment or penalty which may be imposed upon him in the event of transgression.
6. Thirteen loose letters or papers, translations of three of which, or extracts thereof, are annexed (Inclosures 2, 3, and 4), the rest being chiefly memoranda of the hire of Cabendas and others of no importance.

On the 4th October, 1860, the Court met, and the above-mentioned papers being filed, the monition was issued, returnable in eight days.

The captor's declaration is as follows :—

"On the 13th August, 1860, the 'Don Pedro V' being at anchor in latitude 6° 6′ south, and longitude 12° 10′ east, visited the Portuguese palhabote named '*Paquete de Moanda*,' belonging to José Antonio de Fonseca y Costa, manned by ten natives of Cabenda, whereof only nine appear on her crew list.

"The said launch had on board two passengers, whose names are Manoel Antonio Borguete Alves and José Viera Borges; the first accompanied by one male and two female slaves, without passports, and named Christina, Carolina, and Alfredo; and the second, by two male slaves, also without passports named Panzo and Sumbo.

"On board this palhabote there were found the following articles :—five large empty casks, two large casks and one small cask filled with water, four iron pots, three large buckets, one large tub, three alqueires of calavanseras, and a large portion of farinha.

"The coxswain declared that in Mangue Grande there had been put on board the aforesaid palhabote, by order of Luiz Leivas, a great number of slaves, but that he did not know how many, and that the said passengers, Manoel Antonio Borguete Alves and José Viera Borges, had assisted at the embarkation of the said slaves, who were conveyed on board of an American brigantine on the 6th of August, off Snake's Head.

"Of the two female slaves accompanying Manoel Antonio Borguete Alves, one, Carolina, declared that she had been embarked at night, without passport, at a spot near the Bar of Corimba, on board a launch belonging to Senhor Pamplona, in which she had been conveyed to Mangue Grande; and the other, Christina, stated that she had been embarked without passport, near the Fortress of San Miguel, in Loanda, and together with other slaves belonging to the same person, put on board a palhabote belonging to Senhor Pamplona, which conveyed them to Porto da Lenha."

On the 8th October, 1860, the captor appeared in Court, and having confirmed his declaration on oath, stated that the launch and everything found on board of her, with her crew, slaves, and the two men calling themselves passengers, had been delivered up to the Commander of the Portuguese Naval Station, and he did not know how they had since been disposed of. The Court then proceeded to examine the coxswain, boatswain, and one of the seamen, on the standing interrogatories.

Pitra Waba, a native of Cabenda, and coxswain of the palhabote, stated that the "*Paquete de Moanda*" belonged to a Spaniard named Don Ramon, established at Porto da Lenha, who sent her to Mangue Grande at the disposal of Luiz Leivas, to whom he presented himself; that Leivas put on board of her as many slaves as she could carry, and took them on board a brigantine manned by Spaniards and Americans, which received them under sail. That the palhabote conveyed them to the said vessel, and afterwards returned to Maza Mandombé, where she met the "Don Pedro V," and was visited by her. That they replied to the Commander of that vessel that they were receiving water and fuel to go to Loanda, and he left them. From thence they went to Mangue Grande, and received on board the white men José Viera Borges and Manoel Antonio Borguete Alves, with two women and three men, all slaves of the said white men; and whilst proceeding with them towards Porto da Lenha, quite in the opposite direction to Loanda, they were again visited by the "Don Pedro V;" and then, seeing that he had before made a false statement, he told the whole truth to the Commander, as well as that the two white men had assisted Luiz Leivas in embarking the slaves, not only on board the "*Paquete de Moanda*," but also on board the "*Va-vo*" and "*Tigre*."

Pucuta, boatswain, and Gime, seaman, being called and examined, their evidence was quite confirmatory of that given by the coxswain, more particularly in regard to the statement that the white men found on board as passengers had assisted Luiz Leivas in embarking slaves, and that the palhabote had gone off loaded with them to a vessel receiving her cargo under sail in the offing.

With these examinations the captor closed his case; and the monition being returned, the 30th of October, 1860, was fixed for the adjudication of the case, on which day the Court declared that the evidence for the prosecu-

tion was sufficient to bring the "*Paquete de Moanda*" within the application of the Treaty of the 3rd of July, 1842.

A sentence of condemnation was accordingly pronounced on the "*Paquete de Moanda,*" a translation of which is annexed (Inclosure 5).

St. Paul de Loanda, September 16, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 47.

Don Tomas Martines to Senhor João N. de Barros.

(Translation.)

Senhor João N. de Barros. *Mangue, August* 3, 1860.

TO-DAY I hope to proceed on my voyage to the Island of Cuba; and I have to inform you that you owe me 23 packages (volumes?), which you will deliver to Senhor Guilherme José da Silva Correa, and obtain his receipt.

I received 232 packages, so that to complete the 255, according to the document you gave me, there are 23 wanting, as I have stated.

Confiding in you, I have delivered the documents you gave me to your employé Luiz Pardo, and am, &c.

(Signed) TOMAS MARTINES.

Inclosure 3 in No. 47.

Extract of a Letter from Senhor Costa, at Mangue Grande, to Don Ramon, in the Congo.

(Translation.)

Senhor D. Ramon. *Mangue Grande, August* 7, 1860.

THE heavy surf which has prevailed here during the last five days has caused some delay in the embarkation of the packages (volumes?) belonging to Barros, and the twenty which you left here to be sent on.

The 4th ought to be the day for Leivas' christening (shipment?), but the godfather (vessel?) has not yet arrived. We will see how things go on.

The cargo was stowed with a wedge and mallet; but I sent nothing. Don Tomas went and took with him all but twenty-three belonging to Barros. Pinto also goes. Luiz Reiz has arrived, and has also his cargo ready. From what he says they have been very fortunate.

* * * * * * *

It is now the 12th. I send the "Paquete," in order that she may bring whatever you have been able to receive from Barros, and the remainder from Manoel Rodrigues, and the powder, as I wish to hit them hard; and the news from Lisbon does not please me, as they might try to occupy Ambrizette.

* * * * * * *

I am, &c.

(Signed) COSTA

Inclosure 4 in No. 47.

José Goncalves Vianna to Alexandre Alves Ferreira.

(Translation.)

Senhor A. A. Ferreira. *Mangue, August* 11, 1860.

ALTHOUGH I have none of yours to reply to, I write this to ask you as my friend the favour of letting me know whether the oil (?) which was left behind by your vessel was sent in Barros', and to whom consigned, as I am anxious to know the fate of the said oil.

Awaiting your answer, I am, &c.

(Signed) JOSE GONCALVES VIANNA.

Inclosure 5 in No. 47.

Judgment given in the case of the Portuguese palhabote "Paquete de Moanda."

(Translation.)

CONSIDERING the declaration made by Francisco Pedro de Villar Pinho, commanding the "Don Pedro V," one of the Portuguese cruizers on this coast, stating that he had captured the palhabote named "*Paquete de Moanda,*" in latitude 6° 6′ south, and longitude 12° 10′ east, the said palhabote having on board two passengers and five slaves, without legal passport, and also five empty casks, three large and one small casks, filled with fresh water; four iron pots; three large buckets and one tub; with a quantity of beans and farinha:

Considering, moreover, the replies of the coxswain and others of her crew to the interrogatories put to them, that the aforesaid palhabote received in Mangue Grande a number of slaves, to be conveyed on board a vessel manned by Spaniards and Americans, which was receiving slaves under sail:

Considering, finally, that these and other proofs contained in the "autos" show beyond doubt that the "*Paquete de Moanda*" was assisting in a Slave Trade speculation, and therefore lawfully detained under the provisions of the Treaty of the 3rd July, 1842:

On all these grounds, and there not having been presented any claim on the part of those interested, in conformity with the Monition—

The Mixed Commission adjudges the Portuguese palhabote "*Paquete de Moanda*" to be a good prize, and orders that she shall be disposed of in conformity with the above-cited Treaty.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed) H. V. HUNTLEY, *Acting Commissioner.* CARLOS AUGUSTO FRANCO, *Governor-General, acting as Portuguese Commissioner.*

No. 48.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September 16, 1861.*

WE have the honour to inclose to your Lordship in this despatch a Report of the case of the Portuguese launch "*Palmeira*," captured on the 12th August, 1860, by His Most Faithful Majesty's cruizer "Don Pedro V," whilst at anchor in latitude 6° 6′ south, and longitude 12° 10′ east, and brought before this Commission for adjudication.

2. The proof offered by the seizor that the "*Palmeira*" was concerned in the Slave Trade mainly rested on the character of the correspondence found concealed on board of her, but beyond this it was alleged that the "*Palmeira*" was fitted with a canvas roof, which in the statement submitted to the Court by the Commander of the Portuguese squadron is represented as being adapted for covering or sheltering slaves, and that she had other illegal fittings on board. Upon this point, however, the Court did not think proper to go into any investigation, but by its sentence, a translation of which is annexed to the Report of the case, your Lordship will perceive that it judged the fittings in question sufficient to justify the detention of the "*Palmeira*," as coming within the meaning of Section 2 of Article IX of the Treaty of the 3rd July, 1842, although not affording grounds for condemnation.

2. We have also the honour to forward herewith translated extracts of some of the letters found on board the detained launch, which afford strong proof, if proof were wanting, of the illicit nature of the Trade in which the owner of the "*Palmeira*," Alexander Alves Ferreira, is engaged.

4. The prosecution of this launch, which began on the 4th October, 1860, terminated on the 30th of that month by her restoration to her owner.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 1 in No. 48.

Report of the case of the Portuguese Launch "Palmeira."

ON the 1st September, 1860, a letter was received from the Commander of the Portuguese squadron on this coast, reporting the capture of the "*Palmeira*" by the "Don Pedro V," one of the cruizers under his orders, and inclosing the papers in this case, which were as follows :—

1. Passport from the General Government of the Province of Angola, dated December 28, 1859.
2. Crew list, dated Loanda, December 24, 1859, containing the names of seven Cabenda men, composing the crew of the "*Palmeira*."
3. Certificate of measurement.
4. Pass dated December 28, 1859.
5. Bond entered into at the Custom-house at Loanda on the 27th December, 1859.

In addition to the foregoing there were twelve other papers and letters seized, three only of which proved of any interest as relating to the Slave Trade, and of those translations are annexed (Inclosures 2, 3, and 4).

The Commander of the Portuguese Naval Station states that the "*Palmeira*" is fitted with a canvass ("barracão de lona"), which would serve to cover slaves, and draws the attention of the Commissioners to the fact of her having on board nine Cabenda men instead of seven, as enumerated in her crew list, such being an infraction of the law and of the bond given at the Custom-house at Loanda; and adds that the crew had been sent to the jail at Loanda, excepting four, which had not then arrived in the "*Palmeira*."

Finally, the said officer states that the declaration made not only by the crew of this launch, but also of the "*Tigre*" and "*Va-vo*," show that the launch assisted, at different times, in embarking slaves on board vessels engaged in that Traffic.

This letter was accompanied by a list of the articles found on board the "*Palmeira*," including one large cask, one large canvas roof, two iron pots, and one tub.

The declaration of the seizor was as follows :—

"On the 12th day of August, 1860, the 'Don Pedro V' being at anchor in latitude 6° 6′ south, and longitude 12° 10′ east, visited the Portuguese launch '*Palmeira*,' belonging to Antonio Alves Ferreira, which, being suspicious, was searched, and there was found on board a correspondence, supposed to be of a secret nature, from the fact of its being found hidden in a sack of straw, covered with wood, under the forecastle of the launch.

"On examining the said correspondence, it was found to be from persons known to be employed in the Traffic in Slaves, and besides this the '*Palmeira*' had on board two persons more than the number of her crew, inasmuch as the muster-roll contained the names of only seven, whereas a crew of nine were found on board."

The prosecution commenced on the 4th October, 1860, with the filing of the captor's declaration, the reception of the launch's papers, the issue of the monition, and the order for the examination of the witnesses in preparatory.

Veromea, coxswain, being called, deposed that the "*Palmeira*" belonged to Alexandre Alves Ferreira, with a factory at Porto da Lenha in the River Congo, where he traded in oil and slaves, and in whose service he was when taken prisoner about a month ago.

That the correspondence found on board was given to him in Ambrizette by a negro to be delivered to the owner, Alexandre Alves Ferreira; that he never made any voyage with slaves, and that he did not hide the correspondence, the reason why it was found under the firewood being that the negro had thrown it there, and he (the deponent) had forgotten it.

With respect to the people which he had on board over and above the number of his crew, he said that they had been received at Ambrizette for a passage to Porto da Lenha.

Muilla, boatswain, was called, and deposed that the launch "*Palmeira*" belonged to Alexandre Alves Ferreira, in whose service he had been for a long time. That the said Ferreira had a factory at Porto da Lenha, and traded only in oil. That on sailing from Ambrizette a negro brought off the correspondence which was found on board and threw it in the bottom of the launch, where being forgotten it was found under the firewood. With respect to the extra number of men on board, he declared that they were received at Ambrizette as passengers for Porto da Lenha.

The next witness called was Molemba, a seaman, who refused to make any reply to the questions put to him; he was accordingly ordered to retire, and Zan, a native of Cabenda, being called in his place deposed to the same effect as the coxswain.

The monition issued on the 4th was returnable into Court on the 12th October, 1860. No claim was presented for the "*Palmeira*," and in this case, although one of equipment, no steps were taken to survey and inspect the fittings of the detained launch, but on the 30th October, 1860, the British and Portuguese Mixed Courts met for the adjudication of the case, and pronouncing the detention justifiable restored the "*Palmeira*" to her owner without the right to claim any indemnities, as is seen by the annexed translation of the sentence (Inclosure 5).

St. Paul de Loanda, September 16, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure 2 in No. 48.

Extract of a Letter from Senhor Silva to Senhor Pereira, in the River Congo.

(Translation.)

Senhor Pereira, *Quitulianga, August* 6, 1860.

THIS morning early I received your favour of yesterday. I see that you are to deliver to the employ of Luiz Reis twenty barrils (?) of which you have only got seven; these, with two Marcolino has to give (which I will ask him for to-day), and one which I brought here some days since, making ten.

You ought to send off Monteiro's oil (?) before the 8th instant, in order that it may be at Mangue Grande on the 10th without fail.

I therefore beg you to send off by bearer the seven, which with the other three will make ten, and the remaining ten, perhaps Souza may be able to buy before the day named, for which he will use the utmost diligence.

* * * * * * *

I am, &c.
(Signed) SILVA.

Inclosure 3 in No. 48.

Extract of a Letter from M. J. O. S. to Senhor Pamplona, in the Congo.

(Translation.)

Friend Palmeira, *Macula, August* 10, 1860.

GUILHERME is gone to Mangue Grande to assist at the parturition ("ao parto?") of Leivas, which has been accomplished, and that of Luiz Reis, which it is said will take place the day after to-morrow.

By the first I could not manage to send more than ten, but by the second I must try if I can send twenty.

For Barros I send eighteen (I do not know if they will arrive in time) and an order for you to deliver to him the two you have, in case they should be in time, which God grant they may, but if not, I beg that those two, or the twenty should the eighteen have arrived in time, may be embarked by any opportunity which may offer at your place, consigned to whoever you think best, the money to be remitted to Lisbon, to Francisco José Ribeiro Guimarães at my disposal.

* * * * * * *

I am, &c.
(Signed) M. J. O. S.

Inclosure 4 in No. 48.

Extract of a Letter from Senhor Pedreira to Senhor Alexandre Alves Ferreira, in the Congo, the owner of the "Palmeira."

(Translation.)

Senhor Alexandre Alves Ferreira, *Macula, August* 10, 1860.

* * * * * * *

In your letter of the 21st instant you ask me to send you a rough book which ought to be here. I have found the three which I now send, but I do not know if they will be of any use to you; I send also the scribbling-book and the note-book of my time, not only because it may be one of those which you wish to see, but because from them you will learn (which perhaps is what you wish to know) everything that happened during the time I was in charge of your establishment.

In this note-book, at pages from 1 to 7, you will see the goods which I took charge of when I arrived here, as well as all that have been received to this date. From pages 2 to 10, you will see the balance remaining this day; at page 11, those which Senhor Eduardo delivered at Quitulianga, as well as the packages (volumes?) there purchased.

The barrels (?) bought by Senhor Eduardo, and sent here since 24th March, are 222, as appears by this note-book.

In consequence of the reply of Senhor Eduardo, this launch goes without taking any of them, but as they may be wanted, I shall send the eleven packages which I received from Miguel Lino on the 5th instant to Mangue to be delivered to Leivas.

I have also received six packages which came from Loanda, and which I have taken charge of, although you have given me no directions respecting Miguel Lino's or your own.

I again ask you, therefore, to let me know what I ought to do in case any others may arrive.

* * * * * * *

I am, &c.
(Signed) PEDREIRA.

Inclosure 5 in No. 48.

Judgment given in the case of the Portuguese Launch "Palmeira."

(Translation.)

CONSIDERING the authentic declaration made by Francisco Pedro de Villar Pinho, commanding the Portuguese cruizer "Don Pedro V," from which it appears that the Portuguese launch "*Palmeira*" was captured in latitude 6° 6′ south, and longitude 12° 10′ east, having on board, besides two persons more than her crew, a correspondence said to be secret, from the fact of its being concealed in a sack of straw, covered with firewood under the forecastle, and which correspondence is recognized as that of persons employed in the Traffic in slaves:

Considering that from a close examination of this correspondence nothing can be discovered which clearly shows that the said launch had incurred the penalties prescribed in the Treaty of the 3rd July, 1842, or even that she was employed in aiding or abetting any Slave Trade speculation:

Considering, moreover, that although the captor mentions nothing beyond this in in his report, it is seen from the list of articles found on board, which list is annexed to the autos, that there exists a canvas roof ("barracão de lona"), which could easily be used for sheltering slaves, an article which comes within the meaning of Section 2 of Article 9 of the aforesaid Treaty, and which, although not sufficient evidence for her condemnation, is, nevertheless, a sufficiently strong cause of suspicion to justify her detention under Article X of the said Treaty:

On all these grounds the Commissioners adjudge the said launch "*Palmeira*" a bad prize, although her detention was legal, and they order that she shall be delivered up to her owner, or his attorney, without the right to claim any indemnities whatever.

Hall of Sessions of the Mixed Commission at Loanda, October 30, 1860.

(Signed) H. V. HUNTLEY, *Acting Commissioner.*
CARLOS AUGUSTO FRANCO, *Governor-General, Acting as Portuguese Commissioner.*

No. 49.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September* 16, 1861.

HEREWITH we have the honour to hand to your Lordship a Report of the case of the cutter "*Mist*," seized under Portuguese colours on the 14th September, 1860, off the River Congo, by His Most Faithful Majesty's cruizer "Don Pedro V," and libelled in the British and Portuguese Mixed Commission in this city on a charge of illegal equipment for the Slave Traffic.

2. This case was brought before the Court in a despatch from the Commander of the Portuguese Naval Station dated the 22nd September, 1860, inclosing a copy of a Report which had been addressed to him by the Commander of the "Don Pedro V," detailing the circumstances attending the capture of the "*Mist*." A translation of that Report, together with an abstract of the evidence, and a translation of the sentence of the Court, is embodied in the inclosure to this despatch.

3. Proceedings were instituted against the detained vessel on the 4th October, 1860. On the 30th of that month the Court pronounced that the captor had not established his allegations against the "*Mist*," and that the evidence adduced was not sufficient to lead to her condemnation, under the provisions of the Treaty of the 3rd July, 1842, although the Commissioners were of opinion that the detention was legal.

4. She was accordingly restored to her owner.

5. For other particulars of this case we beg to refer your Lordship to the captor's declaration, and the abstract of evidence given in the inclosed Report.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 49.

Report of the case of the Portuguese cutter "Mist."

THE "*Mist*" sailed under a passport granted by the Government of Angola on the 5th November, 1859, which stated that she had been built in America, and that she was owned by Ladislau Antonio Rodrigues.

On the 22nd September, 1860, a letter was received from the Commander of the Portuguese squadron, inclosing the copy of a report addressed to him by the commanding officer of the "Don Pedro V," reporting the capture of this cutter in the following terms :—

"I have the honour to report that I sent to Loanda the Portuguese cutter '*Mist*,' whereof, according to her passport, Ladislau Antonio Rodrigues is owner, captured by this vessel, on the 14th instant, near the mouth of the River Congo where I was at anchor.

"This cutter was detained because she was leaving the river at night, and passing close to the 'Don Pedro V,' a musket was fired at her, which she took no notice of, proceeding on her course at the same speed, so that a boat having left this vessel at the same time, could only come up with her at a distance of two miles from the ship.

"When brought alongside, I asked the coxswain to what nation he belonged, and he told me he was American, and on demanding his papers to verify his nationality, he delivered to me the Portuguese papers which I have now the honour to inclose to you.

"I proceeded to search him, and I found a signal-flag, two large casks (quarter-pipes) filled with fresh water, which, for his crew, which ought to consist of only three men, was an excess, inasmuch as one of them, alone, would have contained water sufficient for a voyage of fifteen days.

"I found, also, that, besides having on board one man more than her crew, which is contrary to law, and casks more than sufficient to contain water for her crew, she had also four mess-tubs, two large and two small, and one large bucket. I consider, therefore, that I have acted in accordance with my instructions, and in conformity with the Treaty.

"She had on board two mails, and a desk, locked, two boxes cigars, and two tins of ointment, such as is used for curing slaves, and other sundries, part of which, as seen by the accompanying document, were sent to Quisembo by José Monteiro, in charge of the establishment of Antonio Fernandes, Portuguese factor, but the coxswain states that they were sent by the owner of the '*Mist*,' who is an American called Rickaby, to be delivered to a person at Ambriz, who is also an American.

"For my own part, I think the cutter does not belong, either to the person mentioned by the coxswain, or to the individual named in the passport, but to Antonio José Fernandes, because she was anchored close to his factory the whole time she was at Porto da Lenha, and it appears to me the coxswain was instructed to state nothing positive.

"The coxswain alleges that the cargo was for Ambriz, but the manifest or list of cargo says that it was for Quisembo, and he added that it had been shipped from the factory of the owner at Ponta da Lenha at 8 o'clock on the night of the 13th."

The papers with which this cutter was furnished, are as follows :—

1. Passport obtained at Loanda on the 5th November, 1859.
2. List of crew, dated Ambriz, 1st December, 1859, and including the names of three natives of Cabenda.
3. Pass, dated Ambriz November 23, 1859, by the indorsements on which it would appear that the "*Mist*" had made several voyages between that place and the River Congo in the nine months preceding her detention.
4. Bond entered into at the Custom-house at Loanda, and dated 3rd November, 1859.
5. A paper called "manifest of cargo," and signed—"For Antonio José Fernandes—José Monteiro."

The seizor's declaration stated that "on the 14th day of September, 1860, the 'Don Pedro V' being at anchor in latitude 6° 5′ south, and longitude 12° 12′ east, visited the Portuguese cutter '*Mist*,' whereof Ladislau Antonio Rodrigues is owner, manned by four Cabenda men, having, therefore, one more than the number specified in her crew list, and there being found on board of her two large casks, or quarter pipes, filled with fresh water, of which one alone would have been sufficient for the consumption of her crew during a voyage of fifteen days, four mess-tubs, two very large and two smaller, and one large bucket, one of these mess-tubs being sufficient for the use of her crew."

The above-mentioned papers being duly filed on the 4th October, 1860, the usual monition was issued.

The witnesses in preparatory produced for examination on the standing interrogatories were, the coxswain, boatswain, and one of the seamen.

The first-named deposed that, the cutter "*Mist*" was the property of the American, Rickaby, established at Porto da Lenha, where he trades in oil, gum, and ivory. That he had been two days in that person's service when he was detained. That he had on board one man more than his crew, because the owner had ordered it, in consequence of his representations of the necessity for having another man to cook. That the two casks he had on board were full of water for ballast, as well as for drinking and cooking. That of the larger tubs, one was for washing clothes, another to pound the palm-nut and extract the oil for food, and the two smaller ones to eat out of, two at a time.

The evidence of the other two witnesses was merely an echo of the deposition of the coxswain.

The monition citing all parties interested in the vessel to appear, expired on the 12th October, 1861.

No person presented any claim in the case of this vessel, and no Commission of Survey was issued, with the object of verifying the seizor's allegations as to the illegal outfit of the cutter, but on the 30th October, 1860, the Court met in order to dispose of the case, and judgment was pronounced in the following terms :—

"Considering the Declaration of Francisco Pedro Villar Pinho, Commander of the Portuguese cruizer 'Don Pedro V,' from which it appears that the Portuguese cutter '*Mist*' was captured in latitude 6° 5′ south, and longitude 12° 12′ east, for having on board one person more than the number named in her crew list; two casks or quarter pipes filled with fresh water, one of which would have held sufficient water for the consumption of her crew on a voyage of fifteen days; four mess-tubs, two very large, and two smaller; and one large bucket:

"Considering, moreover, that although more than such craft generally carry, these things cannot be considered excessive for her crew, nor ought the water for the voyage to be calculated for fifteen days, as it might be much longer:

"Considering, likewise, that neither from the answers to the interrogatories, nor upon any other ground, can it be suspected that the aforesaid cutter was employed in the Traffic of Slaves, or in any way aiding a Slave Trade speculation:

"Considering, finally, that the provisions of the Xth Article of the Treaty of the 3rd July, 1842, are perfectly applicable to this case, as well as Article 7 of Annex B to the said Treaty, the Commissioners adjudge the said Portuguese cutter '*Mist*' to be a bad prize, although her detention was legal, and they order that the said cutter shall be delivered to her owner or his attorney, without the right to claim any indemnities."

This sentence having been signed by Sir Henry Huntley, as Acting British Commissioner, and by the Acting Portuguese Commissioner, the "*Mist*" was accordingly released from custody.

St. Paul de Loanda, September 16, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 50.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September* 18, 1861.

BESIDES the five launches and other craft whose cases we have had the honour to report in our preceding despatches, a sixth, called the "*Paquete*," was detained on the 2nd of September, 1860, in the River Congo, by the Commander of the "Don Pedro V," on the ground that she had no regular papers on board to prove her nationality or authorize her to navigate between one point and another on this coast.

2. The "*Paquete*" had on board a lawful cargo when detained. She was not charged with having been guilty of an infraction of the Treaty of the 3rd July, 1842, nor indeed did it appear, from the papers submitted to the Court in this case, that there was any reason to suppose she had been, at the time of her detention, employed in the Slave Trade.

3. The Court, therefore, resolved in Session of the 4th October, 1860, that the question of the sufficiency or otherwise of the papers with which the "*Paquete*" was furnished, was one which it could not properly take cognizance of, and the Commissioners ordered that the said launch, together with all the documents respecting her detention which had been brought into Court by the Commander of the "Don Pedro V," should be placed at the disposal of his Excellency the Governor-General of the Province, in order that the case might be referred to the competent Tribunal.

4. The case of the "*Paquete*" was accordingly adjudged before the "Tribunal de Prezas," and the clearest evidence being adduced to show that this launch was engaged in licit commerce when detained by the "Don Pedro V," the circumstance of her not being provided at that time with the papers required by the laws of this Province, being attributable to an oversight on the part of the owner, in whose keeping they were, she was restored, without the right to indemnities.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 51.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September* 20, 1861.

IN accordance with our instructions we have the honour to transmit herewith to your Lordship a return of the vessels captured on suspicion of being engaged in the Slave Trade, which were adjudicated by the Mixed Commission in this city, during the half-year ending on the 31st December, 1860.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 51.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the British and Portuguese Mixed Commission Court at Loanda, between the 1st July and 31st December, 1860.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before emancipation.	Total number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Whether property condemned has been sold or converted, and whether any part yet remains to be sold, and in whose hands the proceeds remain.	Remarks.
											Foreign, according to papers.	Old Measurement.	New Measurement.			
Tigre	Portuguese ...	Joba	1860 Aug. 9	Lat. 6° 6′ S. Long. 12° 10′ E.	Launch and slaves ...	Lieutenant Pinho, commanding His Most Faithful Majesty's schooner "Don Pedro V"	1860 Oct. 30	70	...	...	...	...	...	Forfeiture ...	Left on the beach at Cabinda.	
Va-vo	Ditto	Chocolate Oliveira ...	„ 9	6° 6′ S. 12° 10′ E.	Launch and fittings .	Ditto	„ 30	...	...	...	...	...	...	Ditto	Sold, and proceeds divided between the two Governments.	
Paquete de Moanda	Ditto	Pitra Waba	„ 12	6° 6′ S. 12° 10′ E.	Palhabote and slaves	Ditto	„ 30	5	...	5	...	...	...	Ditto	Ditto.	
Palmeira	Ditto	Veromea	„ 12	6° 6′ S. 12° 10′ E.	Launch and fittings .	Ditto	„ 30	...	...	...	...	...	...	Restored.		
Paquete	None ...	... ...	Sept. 2	River Congo	Ditto	Ditto	„ 4	...	...	...	...	...	...	Referred for adjudication to the "Tribunal de Prezas."		
Mist...	Portuguese ...	Casimiro	„ 14	6° 5′ S. 12° 12′ E.	Cutter and fittings .	Ditto	„ 30	...	...	...	...	...	...	Restored.		

St. Paul de Loanda, September 20, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 52.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September 28, 1861.*

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 8th July last, addressed to Sir Henry Huntley, referring to the case of the British brig "Lord of the Isles," which vessel was detained by the Portuguese authorities at Mossamedes in January last, and having been brought before the British and Portuguese Mixed Commission in this city, was afterwards referred to the "Tribunal de Prezas" for adjudication.

2. We beg respectfully to assure your Lordship that as soon as Her Majesty's Commissioner is enabled to examine the papers and documents connected with the proceedings had before the Mixed Commission and the "Tribunal de Prezas" in the case of the "Lord of the Isles," we will have the honour of forwarding a full report thereon.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 53.

Her Majesty's Commissioners to Earl Russell.—(Received November 12.)

My Lord, *Loanda, September 30, 1861.*

WITH this despatch we have the honour of inclosing to your Lordship the Annual Report for 1860 which his Excellency the Governor-General, as Acting Portuguese Commissioner, and Mr. Gabriel, have drawn up for transmission to the British and Portuguese Governments, in compliance with Article XI of Annex B to the Treaty of the 3rd July, 1842, relating 1st, to the cases which were brought before the Court for adjudication; 2ndly, to the state of the liberated negroes; 3rdly, to the treatment of, and progress made by, the liberated negroes.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 53.

Report of the Mixed Commission for the year 1860.

Report for the year 1860, which the British and Portuguese Mixed Commission established at St. Paul de Loanda in virtue of the Treaty of the 3rd July, 1842, concluded between Great Britain and Portugal for the suppression of the Slave Trade, is to transmit to each of the respective Governments in conformity with Article XI of Annex B to the said Treaty.

1.—*Cases submitted for Adjudication.*

During the year 1860 six cases were brought before this Mixed Commision for adjudication.

1. The Portuguese launch "*Tigre*," Mabuco, a native of Cabenda, ostensible owner.

This launch shipped at Mangue Grande a cargo of 70 slaves for the purpose of conveying them on board a brigantine which was receiving her cargo under sail, but failing to get alongside her before night set in, she lost sight of the vessel, and her guilty intentions being thus frustrated, she was proceeding towards the shore, when, in latitude 6° 6′ south and longitude 12° 10′ east, she was captured by the Portuguese cruizer "Don Pedro V.," Lieutenant Pinho Commander, and sent to Loanda for adjudicatton.

On the 4th October, 1860, proceedings were instituted against the "*Tigre*" in the British and Portuguese Mixed Commission, and the papers found on board at the time of her detention having been duly filed, together with the captor's declaration ratified on oath, three of the crew were brought up for examination, and the evidence given by them clearly established the fact that she was engaged in the Traffic in Slaves.

The prosecution of the "*Tigre*" was closed on the 30th October, 1860, when the Court decreed her condemnation as a good prize, and ordered that she should be disposed of in accordance with the Treaty.

2. The launch "*Va-vo*," sailing under Portuguese colours, and belonging to Chico Franque, a native of Cabenda.

This launch was captured by the same officer and almost under the same circumstances as the "*Tigre*," having likewise been engaged in carrying off slaves to the vessel referred to in the preceding case, but having been more successful than her consort, she had delivered her cargo and was returning to Mangue Grande when the "Don Pedro V" fell in with her, and finding her fully equipped for the Slave Trade sent her for trial before the Mixed Commission.

On the 4th October, 1860, the captor's declaration and other papers were brought into Court and duly filed. On the 8th of that month three witnesses, consisting of the coxswain, boatswain, and one of the seamen, were examined on the usual interrogatories.

The evidence adduced in this case incontestably proved the illegal employment of the "*Va-vo*" in the Slave Trade, and on the 30th October sentence of confiscation was recorded against her, the Court ordering that she should be disposed of in the manner prescribed in the Treaty.

3. The Portuguese palhabote "*Paquete de Moanda*," José Antonio da Fonseca Costa, owner.

The "*Paquete de Moanda*" had been engaged in the same nefarious proceedings as the "*Tigre*" and "*Va-vo*," and was captured by the "Don Pedro V" on the 12th August, 1860, having on board 54 slaves and several articles of equipment prohibited by the Treaty of the 3rd July, 1842.

After delivering her slaves on board the vessel already referred to, she returned to the shore, and at Mangue Grande embarked two passengers, who, with the 5 slaves, were fonnd on board of her when captured by the "Don Pedro V" on her voyage to the River Congo.

These passengers, together with the crew of the "*Paquete de Moanda*," were delivered up to the Portuguese authorities in this city.

The declaration of seizure having been duly ratified on oath by the captor on the 4th October, 1860, the coxswain, boatswain, and one seaman were brought up and examined.

They all agreed in stating that a number of slaves had been put on board the "*Paquete de Moanda*," for conveyance to a vessel which received her cargo under sail off Snake's Head on the 6th August, 1860.

The Court, therefore, on the 30th October pronounced its decision, condemning the "*Paquete de Moanda*" as a good prize, and ordering that she should be disposed of in conformity with the provisions of the Treaty.

4. The launch "*Palmeira*," under the Portuguese flag, Alexandre Alves Ferreira, owner.

This launch was captured on the 12th August, 1860, by Lieutenant Pinho, commanding the Portuguese cruizer "Don Pedro V," on a charge of being engaged in the Slave Trade.

The captor's declaration, which was duly authenticated on oath on the 4th October, 1860, set forth that a secret correspondence had been found concealed on board this launch from persons notoriously employed in the Slave Trade; and it was alleged, moreover, by the Commander of the Portuguese Naval Station, that she was fitted with a canvas roof ("barracão de lona") suitable for sheltering slaves, and that she had on board other articles of equipment prohibited by the Treaty.

On the examination of the witnesses, consisting of three of the crew of the "*Palmeira*," the Court was satisfied of the legality of the voyage in which she was engaged, but considering that the articles above-mentioned were sufficient to justify the detention, it passed a sentence of restoration, and ordered the "*Palmeira*" to be delivered up to her owner without the right to claim any indemnities.

5. The launch "*Paquete*."

On the 2nd September, 1860, this launch sailing without colours or papers was detained by Lieutenant Pinho, commanding the "Don Pedro V," in the River Congo.

She was brought before this Commission on the ground that she had no regular papers to authorize her to navigate on this coast, and not on a charge of having on board any illegal fittings for the Slave Trade.

This, therefore, being considered as a matter not falling within the jurisdiction of the Court, the Commissioners resolved in Session of the 4th of October, 1860, that the launch "*Paquete*" should, together with all the papers relating to her detention, be delivered over to the General Government of the Province, in order that the case might be referred to the competent Tribunal.

6. Portuguese cutter "*Mist*," Ladislau Antonio Rodrigues owner.

From the documents and evidence filed in this case, it appears that the "*Mist*" was captured on the 14th September, 1860, in latitude 6° 5′ south, and longitude 12° 12′ east, by Lieutenant Pinho, commanding His Most Faithful Majesty's schooner "Don Pedro V," and libelled before the Mixed Commission on a charge of being equipped for the Traffic in Slaves.

On the 4th October, 1860, the captor presented his declaration, which was duly ratified on oath, and the usual forms having been complied with, the Court proceeded to examine the witnesses produced.

The evidence given did not establish to the satisfaction of the Commissioners that the cutter was at the time of her detention engaged in a Slave Trade adventure, although they were of opinion that the provisions of the Xth Article of the Treaty of the 3rd of July, 1842, and the VIIth Article of Annex B thereto, were applicable to the case of this vessel, and consequently it was closed on the 30th October, 1860, by the restitution of the cutter "*Mist*" to her owner without indemnities.

2.—*Condition of the Liberated Negroes.*

As stated in the Annual Report for 1859, none of the negroes liberated by this Commission in 1845 and 1848 are remaining under the charge of the Board of Superintendence, the whole of them having been granted their full and permanent liberty.

In the year 1860, 75 negroes were captured on board vessels adjudicated by the Mixed Commission, and the survivors of them delivered over to the Provincial Government to be disposed of in accordance with Annex C to the Treaty.

3.—*General Information respecting the Liberated Negroes.*

The survivors of the 75 negroes above referred to have recently been distributed in conformity with the provisions of Annex C to the Treaty, and the Commissioners will be enabled to furnish accurate and detailed information respecting their treatment, and the progress made in their education, in the Annual Report for the current year.

Hall of Sessions of the British and Portuguese Mixed Commission at Loanda, September 30, 1860.

(Signed) S. L. DE CALHEIROS E MENEZES, *Governor-General of the Province of Angola.*
EDMUND GABRIEL, *British Commissioner.*

No. 54.

Her Majesty's Commissioners to Earl Russell.—(Received December 2.)

My Lord, *Loanda, October* 5, 1861.

IN obedience to the general instructions addressed to Her Majesty's Commissioners at this place, we have the honour to forward with this despatch a Return of the vessels captured on suspicion of being concerned in the Slave Trade, and adjudged by the Mixed Court in this city during the half-year ending on the 30th June of the present year.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 54.

RETURN of Vessels captured on suspicion of being engaged in the Slave Trade, and adjudicated by the British and Portuguese Mixed Commission Court at Loanda, between the 1st January and 30th June, 1861.

Name of Vessel.	Flag.	Name of Master.	Date of Seizure.	Where captured.	Property seized.	Seizor.	Date of Sentence.	Number of Slaves captured.	Number died before adjudication.	Total number emancipated.	Tonnage.			Decretal part of Sentence, whether Forfeiture or Restitution.	Whether property condemned has been sold or converted, and whether any part remains unsold, and in whose hands the proceeds remain.	Remarks.
											Foreign according to papers.	Old Measurement.	New Measurement.			
Maria Isabel ...	Portuguese ...	Unknown	1861 Jan. 20	Lat. 6° 46′ S. Long. 12° 35′ E.	33 slaves	Lieutenant Pinho, commanding Portuguese cruizer "Don Pedro V"	1861 Mar. 6	33	...	...	...	...	...	Condemned	... ...	Vessel upset, and lost during the chase.
Lord of the Isles ...	British ...	Jno. McKenzie ...	„ 24	Mossamedes	Brig and cargo ...	Fiscal authorities, Mossamedes	„ 6	...	...	...	...	...	...	Referred for adjudication to "Tribunal de Prezas," and acquitted.		

Loanda, October 5, 1861.

(Signed) EDMUND GABRIEL
H. V. HUNTLEY.

No. 55.

Her Majesty's Commissioners to Earl Russell.—(*Received December* 2.)

My Lord, *Loanda, October* 10, 1861.

IN submitting to your Lordship our Annual Report of the state of the Slave Trade on this part of the coast, Her Majesty's Commissioner begs at the outset to express his regret at being unable to furnish such full information as he could wish on this subject in consequence of his having been absent from his post during nearly the whole of the past year. He will, however, have the honour of bringing to your Lordship's attention such matters as have come under his notice since his recent resumption of his duties, together with his remarks thereon.

2. The total number of cases adjudged since the date of the last Annual Report is seven. One was the British brig "*Lord of the Isles*," detained by the Portuguese authorities at Mossamedes, and brought before this Commission on a charge of being engaged in the Slave Trade, but subsequently referred to the "Tribunal de Prezas" for adjudication. One was captured without colours or papers, and the Mixed Commission having pronounced that it could not take cognizance of her capture under the circumstances reported in our despatch of the 18th ultimo, this case was also transferred to the "Tribunal de Prezas."

The remaining five were small craft engaged in the coasting trade to the north, the whole of them being provided with official papers by the Government of this Province, and it is a fact which we think worthy of bringing under your Lordship's notice that two of them were owned by natives of Cabenda.

Three of these craft were seized and prosecuted on the ground of equipment for Slave Trade, of which one was condemned and two restored, and three were condemned for having been found with slaves on board, including the "*Maria Isabel*," a launch belonging to Senhor Pamplona of this city, which on being chased by the Portuguese cruizer "Dom Pedro V" on the 20th January last, was upset, and 33 slaves only rescued out of her cargo of 80. A Report of the case of this vessel we will have the honour of laying before your Lorship in a subsequent despatch.

3. The number of slaves found on board vessels brought before this Commission during the past year was 108, but of this number only 72 were delivered over to the Board of Superintendence and registered at its first meeting on the 1st of May, 1861, the remaining 36 being yet unaccounted for. Her Majesty's Commissioner has been engaged in investigating this matter, and carefully examining the archives of the Mixed Commission with a view of reporting thereon to your Lordship, but as the greater number of the slaves referred to were captured and emancipated in 1860, and it appears by the Records of the Board of Superintendence that they were not registered until May of the present year, Mr. Gabriel has up to the present moment found it impossible to arrive at any satisfactory result.

4. The several Reports of the cases which we have lately had the honour to submit to your Lordship serve but too well to establish the correctness of the opinion which we have so often had the honour to express, that the operations of the slave-dealers in the vicinity of the River Congo are greatly facilitated by the assistance which they derive from the small craft engaged in the coasting trade in that quarter. Your Lordship will not have failed to observe the mystery apparent in the correspondence found on board these vessels, and the expressions and devices adopted by the slave-dealers to cover their designs.

5. One of the small vessels engaged in this Trade, a schooner of about 70 tons, called the "*Gilpin's Bride*," is reported to have sailed within the last year from the Congo with slaves directly to Cuba.

This vessel was built in America and sent out here by a Boston firm to facilitate the operations of its agents engaged in licit commerce on this coast. She was soon afterwards furnished with papers from this Government in the name of some person, a Portuguese subject, who fictitiously appeared as owner, this being done to entitle her to the privileges and immunities of a Portuguese vessel in the ports of this Province, and as such she continued to be legally employed until she was sold to the notorious slave-dealer Pamplona. It is alleged that she shipped a cargo of slaves a few months since at Bullock's Island in the Congo, and left that river with the Portuguese flag flying whilst an American cruizer was lying there.

6. Some of the slaves which were found on board the "*Paquete de Moanda*," whose condemnation we had the honour to report in our despatch dated the 16th of September last, stated that they had been embarked in or near this harbour, and on

board launches belonging to Pamplona; and two of the criminals, Portuguese subjects, named Manoel Antonio Alves, and José Viera Borges, who were engaged in this illegal transaction, being actually on board the "*Paquete de Moanda*" when captured, and afterwards delivered up to the local authorities here, are now at large in this city, having been admitted to bail.

7. We beg leave to suggest that the Portuguese Government should be requested to issue immediate and peremptory instructions to its authorities here, in order that these offenders may not be suffered to escape without the severe punishment which is due to their crime.

8. The state of affairs in the Bight of Benin has recently taken up so much of the attention of Her Majesty's cruizers that they have not had much opportunity of cruizing in search of slavers, but we have been given to understand that during the past year the export Slave Trade carried on in the old slave-haunts in that quarter was very trifling.

9. The extent and importance of the Slave Trade which still flourishes on the coast lying between the Equator and Ambriz, as compared with that carried on in the Bights of Benin and Biafra, is very much underrated; for we feel confident in stating that where 20 slaves are embarked from the whole line of coast forming those Bights, 200 are shipped from the vicinity of the River Congo alone. Nearly the whole of the slaves now landed in Cuba are shipped between the Equator and Ambriz, an extent of about 500 miles of coast; indeed it may be said that, with the exception of the River Pongas, and one or two of the slave-marts in the Bight of Benin, from which a slaver occasionally escapes, the whole of the export Slave Trade of Western Africa is now confined to those comparatively narrow limits.

10. At no period since the establishment of this Commission has the Traffic in Slaves been carried on with greater activity or daring on this part of the coast than during the past year, and we fear that, uninterrupted as it now is by the presence of an American squadron, it will continue to be carried on with the same vigour which has characterized it for some years past, unless an adequate and efficient naval force be employed to counteract the efforts of the slave-dealers, and which, being furnished with special powers to visit and search suspected vessels, may be enabled to check the abuse of foreign flags.

10. We have been informed that not less than 6,000 slaves have been shipped from the immediate neighbourhood of the Congo during the last five months, and the following are the names of the slave-vessels which have been reported to us as having lately appeared in that quarter, all wearing the American flag, viz.:— "*Toccoa*," "*Wells*," "*Cygnet*," "*Maraquita*," "*Fleet Eagle*," "*J. J. Cobb*," and "*Lyra*."

11. Your Lordship is aware that, in consequence of the calamitous events at present passing in America, the very efficient United States' squadron which was lately stationed on this coast has been withdrawn, excepting only one corvette, the "Saratoga." The slave-dealers in the Congo are already exulting in the impunity which is about to be allowed them by this circumstance, and we much fear that unless Her Majesty's Government should have taken some just precautions to defeat their machinations, the officers commanding our cruizers will again be placed in the galling position of passive spectators of this iniquity triumphing over their inability to prevent it under the protection of the American flag.

12. We regret to have to say that we are credibly informed that two vessels succeeded in carrying off cargoes of slaves from the coast south of Loanda during the past year. Soon after the intelligence reached this place of the escape of these vessels, the Portuguese brig of war "Pedro Nunes" was despatched to the South, and inquiries were set on foot, but they were attended with no satisfactory result.

13. Your Lordship's attention has already been drawn to the system which has sprung up in this Province during the past year, and is still, we are sorry to say, carried on to a great extent, that of sending slaves from this place to the Island of St. Thomas under different denominations, sometimes as domestic slaves or servants, at others as libertos, and occasionally as free negroes. It is clear, however, from the information which has reached us that nearly all these negroes, although provided with passports from the Government of this Province, and appearing in the list of passengers published in the "Boletim Official" as "pretos livres," are not free, and that they are only taken on board the vessels which convey them to St. Thomas on the plea of their being so, for the purpose of evading the penalties of the Treaty. The negroes who are now in great numbers being sent in this manner to St. Thomas must, in our opinion, render any Portuguese vessel

having them on board liable to seizure and confiscation, inasmuch as the terms of the Treaty of the 3rd July, 1842, admit of no exceptions but those included in the Vth Article, viz., the right of Portuguese subjects to be accompanied in voyages to and from the Portuguese Possessions off the Coast of Africa by slaves who are *bonâ fide* household servants, and the passports of this Local Government cannot, we submit, supersede the stipulations of a Treaty.

14. With this despatch we beg leave to hand your Lordship a list of all the vessels which have left this port with negroes for St. Thomas during the first nine months of the present year. This list, which we have extracted from the Government "Gazette," shows that 415 have been shipped in that period without any attempt at concealment; how many may have been carried off clandestinely we cannot undertake to conjecture.

15. There is no doubt but St. Thomas is a place in every way adapted to serve the purposes of the slave-dealers as a depôt for collecting slaves, and any vessel which might effect the shipment of her cargo there, would find the prevailing winds suit her well for starting on her voyage to Cuba; but independent of this, my Lord, there is a strong inducement for pursuing a Traffic in Slaves between this Province and St. Thomas, as from the information which has reached us it would appear to be hardly less lucrative than the same iniquitous commerce with Cuba. The price of slaves in the Island of St. Thomas is very high, in consequence of the extensive coffee plantations which have been formed there within the last few years.

Slaves taken from this place which probably do not cost more than 20 dollars, can be sold, we are informed, at St. Thomas, at the price per head of 100 dollars cash payment, and that price is still advancing.

The voyage does not occupy more than five or six days, there is no risk attending it, the casualties of life are small, and the gain which must ultimately result from such a Traffic is a great temptation for unprincipled characters to engage in it, more particularly under circumstances which almost ensure ultimate impunity. We fear, therefore, that this system, unless immediately checked will greatly increase.

16. The line of steamers which has been established between this Colony and Lisbon, touching at St. Thomas, affords sufficient facilities to the parties concerned in these transactions, as your Lordship will perceive by the inclosed list. It is not an uncommon thing for parties to make two or three voyages in a year from this place to St. Thomas, each time accompanied by 10 slaves, that being the number prescribed in the Vth Article of the Treaty of 3rd July, 1842. In other instances the proprietors of estates on that island either come to Loanda themselves, or send an employé to purchase slaves, who returns accompanied by the regulated number, and when no other arrangement can be made to avoid detection, the slaves are distributed in the names of the several passengers which the steamer carries, each passenger figuring as the owner of two.

17. We have been informed also that a great number of slaves are introduced into the Island of St. Thomas from the River Gaboon and adjacent parts of the Continent, but the preference, it appears, is given to those from Loanda, as the former are frequently absconding in canoes to their native country, whereas those from Loanda are more secure.

18. We venture to hope that, under your Lordship's auspices, the Government of Portugal may be induced to give such instructions to the local authorities in this province as may be necessary effectually to prevent a system of abuse which, if allowed to continue, will throw great difficulties in the way of the efforts of Her Majesty's Government for the suppression of the Slave Trade, and tend to frustrate the humane objects of the Treaty of the 3rd July, 1842.

We have, &c.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

Inclosure in No. 55.

List of Vessels which have left the Port of Loanda for the Island of St. Thomas, between the 1st January and the 30th September, 1861, showing the number of Negroes conveyed in each Vessel, and under what Denomination.

Date.	Name of Vessel.	Rig.	Name of Captain.	Denomination.			Total.
				Slaves.	Libertos.	Free Negroes.	
1861							
Feb. 13	Amelia	Brig ..	M. F. Magalhaes ..	1	9	..	10
„ 13	D. Estaphania ..	Steamer ..	F. A. Oliveira	3	7	12	22
April 6	Zaire	Ditto ..	C. C. de F. Ferreira ..	10	..	7	17
„ 27	Africa	Ditto ..	J. F. Caiado	6	4	15	25
May 17	St. Thomé	Schooner ..	P. M. Mendes	..	10	..	10
„ 27	D. Antonia ..	Steamer ..	A. J. Ramalho	7	..	20	27
June 13	Activo	Brig ..	A. J. Garcia	..	10	11	21
July 7	D. Pedro	Steamer ..	J. P. Leitão	..	10	48	58
Aug. 9	D. Estaphania ..	Ditto ..	T. A. Oliveira	8	2	41	51
„ 11	Emilia de Lisboa ..	Brigantine ..	L. R. Nunes	..	10	15	25
Sept. 7	Africa	Steamer ..	J. F. Caiado	4	2	39	45
„ 30	Estrella de Onro ..	Schooner ..	J. P. Rangel	10	..	10	20
Oct. 2	D. Antonia ..	Steamer ..	A. J. Ramalho	..	10	52	62
„ 3	Andorinha do Tejo ..	Brig ..	E. A. Pereira	10	..	12	22
				59	74	282	415

Loanda, October 10, 1861.

(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

No. 56.

Her Majesty's Commissioners to Earl Russell.—(Received December 2.)

My Lord, *Loanda, October* 16, 1861.

WE have the honour to acknowledge the receipt of your Lordship's despatch of the 22nd August last, addressed to Her Majesty's Arbitrator, and acquainting him that you approve the letter which he addressed to the Governor-General, calling his Excellency's attention to the frequent exportation of slaves, as "domestic slaves," from the mainland to the Island of St. Thomas, under the pretence of their being the property of passengers going to that island, and Sir Henry Huntley begs to express the high gratification he derives from the expression of your Lordship's approbation.

We have, &c.
(Signed) EDMUND GABRIEL.
H. V. HUNTLEY.

REPORTS FROM NAVAL OFFICERS.

WEST COAST OF AFRICA STATION.

No. 57.

Commander Fitzroy to the Secretary to the Admiralty.

"*Falcon*," *at Sea, Lat.* 7° 18′ *S., Long.* 9° 46′ *E.*,
(Extract.) *November* 19, 1860.

I HAVE the honour to report the capture of a brigantine (this day, by Her Majesty's ship under my command), name and nation unknown, no papers or colours, with 262 slaves on board, bound for Cuba.

The only information I can obtain is from the crew detained on board this ship, who state the slaves were shipped between Cabinda and the River Congo, on the night of the 16th, and that they were chased on the evening of the 18th by an American cruizer.

This brigantine was boarded some time ago by the United States' ship "Constellation," and Her Majesty's ship "Arrogant," in the neighbourhood of the River Congo; at that time she had American colours and papers, under which she is supposed to have shipped.

No. 58.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.) "*Arrogant*," *in Bango Bay, November* 13, 1860.

I HAVE every reason to believe that the Slave Trade has revived a little to the southward of Loanda, and is chiefly carried on by vessels under the American flag disguised as whalers; the attention of the senior officer of the South Division will be drawn to this part of the coast.

The American steamer "San Jacinto" has very recently taken the "*Bonetta*" with 700 slaves on board, and the squadron generally are very active in putting down the Slave Trade.

No. 59.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *Ascension, January* 1, 1861.

IN reference to my Slave Report due on the 31st ultimo, I have the honour to state, for the information of the Lords Commissioners of the Admiralty, that as the necessary documents from the cruizers on the coast have not yet reached me, I am unable to complete my Report to go by the mail which leaves this anchorage about the 4th instant.

In the meantime I am happy to say that both the American and our own squadrons, have been active and successful in making several captures during the last few months, the former having taken six vessels with 4,200 slaves, and the latter also six vessels (four empty and two full) with 1,100 on board, making in all 5,300 human beings that have been rescued from slavery.

Their Lordships will be glad to learn that the cruizers of both nations cordially and zealously co-operate with one another for the suppression of this illegal traffic.

I have, &c.
(Signed) W. EDMONSTONE.

No. 60.

Lieutenant Allingham to the Secretary to the Admiralty.

"*Spitfire*," *Lat.* 7° 45′ *S., Long.* 12° 5′ *E.*,
Sir, *August* 16, 1860.

I BEG to inform you that about half-past 8, this forenoon, Her Majesty's ship under my command being then in the above latitude and longitude, I, in company with Mr. Martin, Acting Mate, boarded and took possession of a brigantine without colours, papers, or name, and fitted in all respects for the Slave Trade. I therefore seized her as a vessel not entitled to the protection of any State or nation, and have this day sent her to St. Helena for adjudication in charge of Mr. Martin, Acting Mate, and eight men. The person who reported himself to be the master declined any information respecting either himself or the vessel, merely delivering her up as a prize to Her Majesty's ship under my command.

I have, &c.
(Signed) C. O'D. ALLINGHAM.

No. 61.

Commander Douglas to the Secretary to the Admiralty.

Sir, "*Espoir*," *at Banana Island, November* 26, 1860.

I BEG to report, for the information of my Lords Commissioners of the Admiralty, the capture of a vessel fitted for the Slave Trade by Her Majesty's steam-vessel under my command on the 19th instant.

2. While lying at the Banana Islands with a great part of the ship's company sick, I received such positive information from his Excellency Colonel Hill of a slave-vessel being in the vicinity of the Gallinas, that I felt it my duty to go in search; I fell in with her on the evening of the 19th November, in latitude 7° 10′ north, longitude 12° 40′ west, at the time he was standing in for the Shebar river, and intended to ship his cargo of slaves that evening. The vessel did not show any colours or papers, and her name could not be ascertained. She was a brig of about 200 tons, fitted in all respects for the reception of slaves. The greater part of the crew were Spanish; I towed the vessel into Sierra Leone, where I placed her in the Vice-Admiralty Court for adjudication.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 62.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.) "*Arrogant*," *at Ascension, January* 4, 1861.

AT the request of his Excellency the Governor of Sierra Leone, Commander Hollingworth proceeded to Monrovia on the 24th October, for the purpose of demanding the archives of the British Consulate, the Government not intending to appoint another Consul.

During the "Prometheus'" stay at this place, the schooner "*Bonetta*," with 620 slaves on board, came in, a prize to the United States' corvette "San Jacinto," making the fifth vessel that had arrived within six weeks, landing in all 3,800 slaves.

Having heard that several suspicious vessels had lately called at Cape Palmas, on their way to the southward, for the purpose of gaining information of

the movements of our cruizers, Commander Hollingworth proceeded there on the 1st of November, and reports the place to be thriving and healthy, but that there were a great many complaints at there not being any British Consul or Agent, to settle the disputes of the palm-oil traders, of whom, it appears, upwards of 200 vessels call annually for their kroomen, &c.

The "Prometheus" returned to Sierra Leone on the 9th, having left Cape Palmas on the 2nd. The "Espoir" arrived the same day from the Island of Mayo, Cape de Verdes.

The "Alecto" hove up for Lagos to meet the mail. I learn from Commander Raby, who is a very active officer, and of considerable knowledge in coast matters, that the Slave Trade is now at its height at Whydah; legal trade is completely stopped, and they allow no intercourse with men-of-war. A Captain Croft, of the "Barbara," of Bristol, told Commander Raby that he was on shore at this place the last time the "Alecto" had anchored there; the people on shore made him a close prisoner, and when one of his kroomen went to the beach to make a signal to his vessel, the natives seized him up and beat him unmercifully.

The slavers come down the coast under the American flag, and lay off the place, making their arrangements under their noses, and as soon as the cruizers leave for Lagos, they ship their slaves in four or five hours, and get off; if it had not been for the protection afforded them by the American flag, and false or real papers, which these vessels can easily procure, I am confident several prizes must have been taken by our cruizers in the Bights, for I find, on reference to the reports of Commander Raby, that no less than 2,500 slaves have alone been shipped from Whydah in so short a period as six weeks; although it will be seen, by examining the logs of cruizers employed in the vicinity, that Whydah and its vicinity have been carefully watched.

I have lately been able to add one more vessel, the "Ranger," to this part of the station (the Bights), and soon hope to receive tidings of a check, no matter how small, having been put to this illegal Traffic. It is to be regretted that hitherto no American cruizer has been stationed on this part of the coast, but I have lately received intelligence that one of their gun-boats, "Sumpter," will guard the Bights.

Her Majesty's gun-boat "Brune," Lieutenant Henry Hand commanding, was at anchor off the Consulate until the 18th September, when, in consequence of a disturbance at Badagry, she started for that place, and arrived at a village named Beechy, about twelve miles from Lagos, and came-to for the night, in order to ship wood cut for her by order of King Docemo.

The next morning Lieutenant Hand, in his capacity as Acting Consul, held a meeting of the Chiefs of Badagry on board the "Brune," and settled the palaver satisfactorily.

I inclose, for your information, the copy of a report made by Mr. Richards, Acting Second Master of the "Brune," to Lieutenant Hand, Her Majesty's Acting Consul at Lagos, of his proceedings at Abbeokuta.

I regret to have to inform you that the Ashantees are still in a very unsettled state, and hostilities may be expected any day between our troops on the Gold Coast and this numerous and powerful tribe, unless we can manage to settle the grand palaver, so long pending, in an amicable manner; but the difficulty is, to get these people to be up to time.

I have received no further news of the King of Dahomey's movements with regard to Abbeokuta, but I doubt if he will rest until he has attacked that place, and thereby washed out, to some extent, the insult offered to his father, and which I believe he is determined to do.

Since my last report (October 2), no intelligence has reached me of the Niger Expedition. I have communicated with Captain Walker in charge, and issued every necessary instruction to the senior officer in the Bights to render whatever assistance Captain Walker may be in need of.

"Archer" started (October 2) for Benguella, and received intelligence that a vessel under American colours had shipped a cargo of 300 slaves between that place and Little Fish Bay, some six weeks previous.

Commander Fitzroy left for the latter anchorage on the 18th September, and informs me that the American vessels, fitted as whalers, had been trying to negotiate for slaves at that place, but having failed, proceeded to the southward of the limits of my station, where there is little doubt they will ship a cargo.

I am happy in being able to report a second capture by the "Espoir," although she has only been so short a time on the station. It appears that while

in latitude 4° 44′ north, longitude 14° 21′ west, she sighted and took the well-known slave-vessel "*Clara Windsor*," having on board 850 slaves. The particulars of this capture is forwarded separately for your information. The "*Clara Windsor*" put in to Ascension, when she was supplied with water, and started the same day for Sierra Leone, to be placed in the Vice-Admiralty Court.

Inclosure in No. 62.

Mr. Richards to Lieutenant Hand.

Sir, "*Brune*," *Lagos, July* 25, 1860.

I HAVE the honour to state, that in obedience to your orders I proceeded for Abbeokuta on the 17th instant, with your message to the Alake and Chiefs, and found, on arriving there, that they had already acceded to the wishes of the merchants in opening the river-road. I therefore waited on His Majesty, and, explaining my errand, congratulated him on having allowed the river to be opened, which he assured me was permanently so.

2. With reference to your inquiries of the Alake and Chiefs as to the best mode of establishing peace, I have the honour to state, that they would hold out no hopes of any settlement at present; that their enemies—having destroyed the towns of Ibo and Illugun, and, moreover, had entered into a league with the King of Dahomey to attack Abbeokuta itself—were the aggressors; and that their honour and safety demanded that they should prosecute the war, an opinion in which the merchants of Abbeokuta concur; but they will be glad to confer at all times with the Consul about the war.

3. At a meeting of the merchants of that place, at which I was present at their request, they stated that the stoppage of the road for such a length of time was owing principally to the town of Igbein, in Abbeokuta, in which reside the principal part of the Native Trading Company, and who are opposed to the residence of European merchants in Abbeokuta; that though the road was originally closed to keep the people from deserting from the camp, to take up their trading occupations, yet after a time, when the rest of the towns, 144 in number, were willing that it should be opened to foreigners on their paying a certain duty, they opposed themselves, and they only consented when the Alake threw the whole responsibility of the proceeding on themselves. In order to do away with any just plea for again shutting the road, which they admit, with the exception of Igbein, is not done out of enmity to them, they have obtained a promise from the Alake to authorize the King of Lagos to seize all native trading-canoes coming from Abbeokuta. By these means they anticipate they will secure the river-road from further interruption. These, their views, they desire me to explain to you, trusting you will do what lies in your power to forward their interests.

4. With reference to your instructions as to obtaining information about the war, I have the honour to state, that nothing has been heard of any further hostile engagements. On good authority I was informed that the people of Ijebu, who were until lately neutral, have sent presents to the people of Abbeokuta, and it is thought there is a possibility of the Ibaddans accepting peace were a message sent.

In conclusion, I have the honour to state that I left Abbeokuta yesterday, and arrived here this day.

I have, &c.

(Signed) JOHN RICHARDS, *Acting Quartermaster, H.M.S.* "*Brune.*"

No. 63.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," *at Ascension, January* 18, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Commander Douglas, of the "Espoir," reporting the capture of the slave-ship "*Clara Windsor*," of New York, with about 780 slaves on board.

I have, &c.

(Signed) HENRY KEPPEL.

Inclosure in No. 63.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *Ascension, December* 22, 1860.

BEING in latitude 4° 44′ south, longitude 14° 21′ west, at noon, on the 14th instant, a sail was reported on the weather-bow. At 12·30 she altered course a little, to pass across my stern; on this I altered course in chase. As the vessel did not show any colours I fired a blank gun; this having no effect I fired a shot, which brought her to. On boarding her she proved to be the "*Clara Windsor*," of New York, with about 780 slaves on board, from the Cabenda, bound to Cape St. Mary's, in Cuba. No papers were found on board, or any one calling himself captain.

2. I gathered from the crew and officers that the vessel sailed from Cuba in August, under American colours; she was at the time intended for the Slave Trade, and it was the intention to dispose of her on arrival on the coast.

3. The original American crew, as well as a new crew of Spaniards and Portuguese, were on board, making a total of thirty-one in all.

4. It appeared from the statement of the American captain she had been boarded by Her Majesty's steam-vessel "Torch," when under American colours, as well as by the United States' steamer "San Jacinto;" immediately the vessel changed hands the slaves were taken on board. 1,000 dollars had been paid as part of the purchase-money; the remainder was to have been paid in Cuba.

I sent a lieutenant and twelve men on board, with orders to proceed to Ascension, at the same time taking twenty-nine of the crew on board my own ship, intending to make the best of my way to this port.

I have, &c.

(Signed) SHOLTO DOUGLAS.

No. 64.

Lieutenant-Commander Gibbons to the Secretary to the Admiralty.

"*Sharpshooter*," *at Sea, Lat.* 6° 42′ *S., Long.* 11° 13′ *E.*,

Sir, *December* 7, 1860.

IN pursuance of Section 5 of Slave Trade Instructions, I beg to report having this day boarded a barque under French colours in consequence of her having no name on any part of the vessel. Her register showed her to be the French barque "*Don Juan*,"* of Havre; but from the fact of its being headed "République Française," the latest date on it being 1852, and also from having received information that a vessel of that name was expected on the coast to ship slaves, I considered myself justified in making further inquiries.

The master (Lallet) stated that he was bound to Macao for a cargo of coolies, and showed me his charter-party, signed by two merchants at Havana, and that his reason for being here was that he had some arrangement to meet a person in the Congo, from whom he was to receive some money, and had been off the French emigration depôt for that purpose. With permission of the master I visited her deck below, which was quite clear, and ready for the reception of slaves or coolies. Below this deck were large water-casks, the hatchways being protected by iron rails. His crew, numbering twenty-six, were apparently all Frenchmen, except one Chinese, and his passport, which he only showed me at the last, appeared correct. I felt I had no legal right to detain him, therefore left him after a detention of about one hour and a-half: no complaint was made, and the master did not wish me to insert anything in his log.

I beg to forward a statement of the officer accompanying me in boarding her.

I have, &c.

(Signed) CHAS. GIBBONS.

Inclosure in No. 64.

Statement.

IN pursuance of directions given in Section 5, Articles 5 and 11, of Slave Trade Instructions, I this day visited a barque (in company with Lieutenant-Commander Charles Gibbons) called the "Don Juan" by her papers, and under French colours; she was visited below by Lieutenant-Commander, and nothing was touched, though found to be in all respects fitted for the reception of coolies, which, by her charter-party, she was to receive from Macao; this said charter-party was only signed by two merchants at Havana, viz., Cambell and Gremont, to the best of my recollection. Her crew were mustered, apparently all Frenchmen; her register dated 1852, and headed "République Française;" the master's passport was formal, granting him a year's congé. He wished no insertion to be made in his journal, and did not make any complaint. No detention was caused beyond one hour and a-half, and there being little or no wind at the time.

(Signed) ALFRED BOYE, *Assistant Paymaster in charge, and accompanying visiting officer.*

No. 65.

Commander Smith to the Secretary to the Admiralty.

Sir, "*Torch*," *Sierra Leone, January* 24, 1861.

I HAVE the honour to report to you that on the 19th instant I captured and destroyed, in a narrow creek about twenty-two miles up the River Pongas, a slave brigantine, stripped of her fittings and equipments, name and nationality unknown, and no crew on board.

As the vessel was on shore (as will be seen by the accompanying Report of Survey), and it would have taken some time to get her off, besides exposing the crew of Her Majesty's ship under my command to considerable fatigue, and to the

* Subsequently landed upwards of 600 slaves in Cuba, and was then destroyed.

pestilential influences of the mangrove swamps, I set fire to her, and before we left she was completely destroyed.

From information I received from the natives, it appears this vessel was under Spanish colours, and had shipped her slaves. She got outside the river, but was compelled to put back from sickness, the captain and most of the crew eventually dying.

No documents of any kind were found on board.

I have, &c.
(Signed) F. H. SMITH.

Inclosure in No. 65.

Messrs. Martin, Murray, and Green to Commander Smith.

Sir, *River Pongas, January* 19, 1861.

IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave brigantine, name unknown, and find as follows :—

The vessel was on shore, and stripped of her fittings and equipments ; foremast, mainmast, and maintopmast were standing. Positive signs of position of a slave-deck and divisional bulk-heads ; hatches very large, and fitted for iron bars across.

In consequence of the vessel being on shore, and the time it would take to get her off, we recommend that she should be destroyed.

Her dimensions are as follows :—

	Ft.	in.
From knight-head to taffrail	86	8
Breadth of beam abaft foremast	20	9
Depth of hold at main-hatch	10	6
Length of ditto	12	0
Breadth of ditto	8	0
Length of after-hatch	12	0
Breadth of ditto, after end	6	0
Ditto ditto, fore end	8	0

(Signed) J. J MARTIN, *Lieutenant.*
MATHEW MURRAY, *First Assistant Engineer.*
HENRY GREEN, *Acting Gunner, 3rd Class.*

No. 66.

Commander Smith to the Secretary to the Admiralty.

"Torch," at Sea, Lat. 3° 7′ *S., Long.* 9° 28′ *E.,*
Sir, *November* 17, 1860.

I HAVE the honour to report to you that on the 15th instant, at 11·45 A.M., I captured, in latitude 6° 48′ south, longitude 11° 57′ east, a slave cutter, with a crew of nine men; fitted with slave-deck, coppers, and cargo, &c.; name and nationality unknown.

As the vessel appeared to be unseaworthy, I ordered a survey to be held on her, a copy of which is herewith inclosed ; and the surveying officers having recommended her to be destroyed, I accordingly set fire to her ; and when I parted company at 7·20 P.M., she was burnt nearly to the water's edge.

On the 16th instant, the following day, I landed the prize crew at Loango Bay. From what I could ascertain it appears that they were all Spanish, and fitted out at Havana, and intended to have shipped the following morning after capture a cargo of 300 negroes.

No documents of any kind were found on board.

I have, &c.
(Signed) F. H. SMITH.

Inclosure in No. 66.

Messrs. Martin, Cunningham, &c., to Captain Craufurd.

Sir, *"Torch," at sea, November* 15, 1860.

IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave-cutter, name unknown, and find as follows :—

The mainmast is badly sprung and fished ; the hull in very bad condition ; bulwark stanchions rotten ; and the vessel leaky ; only one anchor on board, which was disproportioned to the vessel, being very small.

We therefore recommend her to be destroyed, being totally unfit for a sea-voyage.

The measurement of the vessel is as follows:—

	Ft.	in.
From stem-head to taffrail	82	3
Breadth of beam, taken over upper deck, abreast of mast	22	2
Depth of hold, taken from pump-well	14	0

(Signed) J. J. MARTIN, *Lieutenant.*
WM. J. CUNNINGHAM, *Second Master.*
MATTHEW MURRAY, *First Class Assistant Engineer.*
THOS. BELL, *Carpenter's crew.*

No. 67.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," *at Ascension, January* 18, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Commander Douglas, of the "Espoir," reporting the capture of a brig fitted in all respects for the Slave Trade.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure in No. 67.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *Ascension, December* 12, 1860.

I BEG to report the capture of a brig, fitted in all respects for the Slave Trade, on the 19th November, by Her Majesty's ship under my command.

I received information from his Excellency Colonel Hill, on the 16th of November, that a brig had, a few days previously, landed money at the Gallinas river, for the purchase of slaves, for which she would return shortly. I accordingly proceeded to the above-named river; from the United States' schooner "Quail," who was at anchor there, I learned that a vessel had been expected on the previous night, for slaves. On this information I took a cruize to seaward for twenty-four hours, when I altered course for Sierra Leone. When running up the coast on the afternoon of November 19, at 4 P.M., I sighted a brig ahead, standing in towards the Shebar or Sherbro river, then distant twenty miles.

I fired a gun to bring him to, but he did not show any colours. On boarding him he turned out to be fitted up with a slave-deck, and everything ready for 250 slaves, which it was their intention to have taken on board that night.

My information proved to be wrong in stating that it was the Gallinas river where the slaves were to be shipped; I learned they were at the Shebar, where the captain was on shore waiting the arrival of the vessel. I learned from the crew, as well as from the charts of the ship, that she had sailed from Teneriffe, about two months previously, and at this place she fitted out.

I think the Slave Trade must be reviving about the Shebar and Gallinas rivers, as, after the capture of the above vessel, and during my stay at the Banana Islands, I twice received information of slaves at the Shebar, but on both occasions the news was too old to be acted upon. The natives were constantly in communication with the Shebar by canoes, and passage inside Sherbro Island.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 68.

Commander Bedingfeld to Commodore Edmonstone.

Sir, "*Prometheus*," *December* 31, 1860.

I DO not think that the Slave Trade is carried on to any extent on the Northern Division. The Portuguese on the River Jeba possess a number of domestic slaves. Mrs. Lightbourn, at the head of the Pongas, has barracoons, with a number of slaves, who, I believe, are sent across to the Nunez, and shipped from there in French vessels as free emigrants. There are also canoes passing from the Sherbro to the Mellacore and Forecareah, with slaves in; some of whom have been captured off Kent. I dare say that if any opportunity would offer, Mrs. Lightbourn would ship off a cargo.

I did hear a report of a brig getting away from the Pongas, with 60 slaves, but it proved to be a French emigrant vessel.

Legal Commerce.—From the Gambia down to the Pongas the trade is in ground-nuts, bemi-seed, hides, timber, and a small quantity of gold and ivory. The trade is chiefly carried on in French and American vessels. There is a depôt at the

Iles de Los, belonging to a trader of New York. He supplies all the rivers with Yankee notions, and in return gets nuts and hides at Matacong.

Mr. ——— is doing well, growing indigo.

In Yacony Bay and Bompey and Sherbro rivers the timber trade is carried on, but very slowly. I believe that there is good timber up the Bagroo, but it has not yet been surveyed.

All down the Liberian coast the trade is palm-oil and sugar, which is very much increased: also sugar, cotton, and indigo, on the St. Paul's river. The sugar plantations extend for twenty-five miles on either side, and are very thriving. They have a small flat-bottomed steamer which can go over all the bars.

At Bassa and Palmas the people are trying indigo and cotton, both of which seem to thrive well.

The people at Palmas are building a hospital for strangers, as so many of the Bonny traders call in there. They are also going to have a new light for ships calling in, and have to pay 3 dollars' light dues.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

No. 69.

Captain Craufurd to Commodore Edmonstone.

Sir, "*Archer*," *Fonda Bay, January* 21, 1861.

I HAVE to report that on the 17th instant, in latitude 6° 48′ south, and longitude 11° 32′ east, I fell in with the American brig "*Nancy*," of New Orleans. Having received information that a vessel of that name was expected on the coast to ship slaves, I sent an officer to ascertain her nationality. Her papers were found correct; she was therefore not detained or molested. No complaint was made by the master, and a notation was made in the ship's log, at his request. She was from Havana, bound to Congo; and there were evident signs of her being a slaver.

I have, &c.
(Signed) F. A. B. CRAUFURD.

No. 70.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) "*Arrogant*," *at Sierra Leone, March* 17, 1861.

I HAVE the honour to inclose, for their Lordships' information, a copy of Lieutenant Bennett's letter reporting his proceedings while up the River Niger.

Inclosure 1 in No. 70.

Lieutenant Bennett to Commodore Edmonstone.

Sir, "*Bloodhound*," *Fernando Po, December* 1, 1860.

IN compliance with your orders I left Mayumba Bay on the 4th October, and arrived at Ascension at 9 P.M. on Saturday the 20th. On Thursday, the 25th, at 6 P.M., the defects having been made good, the ship provisioned, and deck cargo having been taken on board, I sailed for the Bights, and reached Whydah on the 6th November, when receiving information from Commander Wratislaw, of the "Ranger," that Commander Raby was expected the next morning, I anchored to await his arrival.

The "Alecto" arrived on the 7th, and I received orders from Commander Raby to proceed to Fernando Po to coal, and await his arrival. I arrived there on the 12th (Saturday), and on Monday morning Commander Raby arrived. Having filled with coals, I received my orders from Commander Raby (a copy of which is inclosed) to go to the Rivers Brass and Niger, and in consequence of the Acting Consul at Lagos not deeming it proper to leave that place, I was directed to act for him. I reached the mouth of the Brass on the evening of the 16th November, having experienced an extraordinary strong current against us. Off the Brass I found the barque "Oriente" of Liverpool, and having engaged her master to pilot me across the bar, I weighed at daylight on the 17th, and proceeded to the anchorage off the factories. The English traders having come on board, I explained to them the service on which I was employed, and finding that the Brass towns are thirty-five miles up the river, and that it was impossible to get the ship any nearer to them, I requested those gentlemen to attend me in a boat expedition to the towns of Abalambra and Bassambra, which together constitute Brass Town.

I left the "Bloodhound" at half-past 4 the next morning (18th) in the whaler, attended by the gig of the ship, under the charge of Mr. T. Stringer, Master's Assistant, and the boats of the English traders. The crews of the "Bloodhound's" boats were, with the exception of the coxswain's, composed of Kroomen, as I did not think it advisable to subject more Europeans than I could possibly help to the influence of the climate. We reached the towns at 9·30 A.M., and immediately sent to tell the Kings I wished to see them; it was, however,

some time before they could be found, but shortly after 2 P.M., they came, attended by the principal Chiefs, to the Ju-ju House. I then, through an interpreter supplied by the traders, informed them why I had visited their towns, and after fully explaining what the result would be if they in any way molested the vessels on the Niger, I drew up the inclosure No. 3 for their signature.

I then invited them to return with me to the "Bloodhound," and to go to the Niger with me, but this they declined to do, saying they would go to the new factory in their own canoes, and meet me there. Finding I could not alter their determination, and having concluded my business with them, I left the town at half-past 5 P.M., but in consequence of grounding in the creek, did not reach the "Bloodhound" until 1 A.M. At 11 A.M. of the same day (19th), weighed and proceeded out of the Brass for the mouth of the Niger, where I anchored at 2·30 P.M; I here found the steamer "Sunbeam."

The next morning both ships weighed and proceeded into the river with the flood tide. The Brass Kings not having arrived, I sent a canoe to fetch them, and as Mr. Walker thought it advisable to lighten the "Bloodhound," I put the remains of the deck cargo on board the "Bessie" hulk. On the morning of the 23rd the canoe came back, bringing a message that the Brass men had had war with the people of Akedo, and they were afraid to trust themselves in their country. I decided upon proceeding without further delay, and at 11 A.M. weighed with "Sunbeam" in company, and proceeded up the river, having Mr. Walker on board as pilot. We got that evening as far as Liambre, where we anchored for the night, having only touched the mud once, and then only for a few seconds. The next morning we weighed, and calling at the different towns on our way up, anchored at 4 P.M. for the night off Opupuhrome, a dependency of Angiana. The next day being Sunday, I remained at anchor. On Monday, the 26th, we proceeded to the town of Angiana, where, in compliance with the agreement between Her Majesty's Government and Mr. Laird, it was purposed to place a factory, provided Her Majesty's Consul approved of the site; and shortly after our arrival the King's son and the principal Chiefs came on board, and having had explained to them the purpose of our visit, they expressed the greatest wish to trade and make friends with the white men, and offering a piece of ground for the factory to be built on. I then desired them to tell the King that I wished him, his head men, and the Chiefs of his dependencies, to be on board early next morning.

In the afternoon I landed with Mr. Walker, and was received by the King and Chiefs, who pointed out a place a little distant from the town, as a suitable site for the buildings. Finding it was so, Mr. Walker sent his men from the "Sunbeam" to clear it, and the King gave him a number of his people to assist. Early next morning the King came on board, and I drew up the Treaty annexed (Inclosure No. 6). The river evidently falling fast, neither Mr. Walker nor myself considered it advisable to ascend any higher, and at 7·30 A.M. of the 28th, I weighed and proceeded for the mouth of the river, where I anchored at 4 P.M. the same day, leaving the "Sunbeam" at Angiana to erect the factory.

I regret to say that, in rounding the extremely sharp reach called Louis Creek, the ship going dead slow, with only eight inches of water more than her draught, the tide caught her on the bow, and before she would answer her helm or the engines could be reversed she fouled the mangrove bushes on the starboard side of the river and carried away her jib-boom and foretop-gallant-mast, and badly sprung the bowsprit inside the night-heads. I have fished it for the time being, but cannot place much dependence on it.

Having supplied Mr. Walker with four casks of salt provisions and one puncheon of bread, the expedition being in distress for provisions, I embarked the remainder of the deck-cargo, and left the Niger at 6 A.M. of the 30th for this island, in compliance with my instructions from Commander Raby, and arrived here this day, at 9 A.M.

The inclosed papers are the originals of the Agreements obtained from the Chiefs of the towns at which we called.

I regret to say that, since we left the river, we have had fifteen slight cases of intermittent fever, although every precaution was taken, while in the river, against exposing the men to the night-dews or sun's heat. They are all, I am happy to say, doing well up to this date.

Trusting that I have performed the service required to your satisfaction, I have, &c.

(Signed) FRANCIS W. BENNETT.

Inclosure 2 in No. 70.

Orders addressed to Lieutenant Bennett.

Memo. "*Alecto*," *Fernando Po, November* 14, 1860.

ON Her Majesty's steam-vessel under your command being completed with coal, you will proceed to the River Brass and put yourself in communication with Mr. Walker, in charge of the Niger Expedition. Should the "Sunbeam" and "Rainbow" (vessels composing the Expedition) not be there, you will proceed to the Niger, and in the event of your then meeting them, you will, should Mr. Walker be then willing to proceed up the Niger, escort them in accordance with the instructions addressed to Lieutenant Burton, of the "Triton;" and you will endeavour to carry out the wishes of Her Majesty's Government in every way, at the same time having due regard to the safety of Her Majesty's ship under your command, and also to preserve life on both sides.

Should Mr. Walker not wish to proceed at this season up the Niger, you will return here, complete your coal, and join me either at Lagos or Whydah.

(Signed) HENRY J. RABY, *Commander.*
Senior Officer, Bights Division.

To Lieutenant-Commander Francis Bennett,
Her Majesty's steam-vessel "Bloodhound."

Inclosure 3 in No. 70.

Agreement with the King and Chiefs of Obulambra and Bassambra.

Juh-ju House, Bassambra, Rio Brento, West Coast of Africa.

LIEUTENANT FRANCIS W. BENNETT, commanding Her Majesty's steam-vessel "Bloodhound," having caused a meeting of the Kings and Chief Men of the town of Obulambra and Bassambra, inquired their reasons for firing upon the steamers "Sunbeam" and "Rainbow" when ascending the Niger last year.

They declared that neither they nor any Brassmen were in any way concerned in the attack, and they hereby promise not to molest the vessels in any way.

In token of which they have put their marks to this paper, fully understanding its contents.

Done at the Juh-ju House, Bassambra, this 8th day of November, 1860.

(Signed) FRANCIS W. BENNETT, *Lieutenant and Commander.*
F. STRINGER, *Master's Assistant.*
HENRY ANTHONY, *Agent for Messrs. Ashwall.*
JNO. BILL, *Agent for Messrs. Stuart & Douglas.*
ROBERT DUFF, *Agent for Messrs. C. Horsfall & Co., Liverpool.*
his
RAYAH ⋈, *King of Obulambra.*
mark.
his
ONSIMA ⋈, *King of Bassambra.*
mark.
his
ORRO-WORRO ⋈, *Chief of Bassambra.*
mark.
his
EMAIN ⋈, *Chief of Obulambra.*
mark.
his
OMBAU ⋈, *Chief of Obulambra.*
mark.

Inclosure 4 in No. 70.

Engagement of the Chief of Liambri.

"*Bloodhound,*" *Liambri, River Niger, November* 23, 1860.

I, ABERRY, Chief Man of Liambri, will not obstruct the steam-vessels trading up and down the river; and neither I nor my people were concerned in the attacks last year; and I will trade at the factories.

his
(Signed) ABERRY ⋈, *Chief of Liambri.*
mark.

Witnesses:
(Signed) F. W. BENNETT, *Lieutenant-Commander, R.N.*
J. B. WALKER, *Agent of the Expedition.*
W. F. BIGNEL, *Assistant Paymaster, R.N.*

Inclosure 5 in No. 70.

Declaration of the King of Akedo.

"*Bloodhound,*" *Akedo, River Niger, November* 24, 1860.

LACHHA, King of Akedo, declares that neither he nor any of his people were concerned in the firing upon the steamers "Sunbeam" and "Rainbow" in 1859; and he and his son Palisoria promise to trade with the factories, and will not attempt to obstruct the vessels or boats in any way.

As witness their hands.

his
(Signed) LACHHA ⋈, *King of Akedo.*
mark.
his
PALISORIA ⋈.
mark.

Witnesses:
(Signed) F. W. BENNETT, *Lieutenant-Commander, R.N.*
J. B. WALKER, *Agent of the Expedition.*

Inclosure 6 in No. 70.

Agreement with the King and Chiefs of Angiana.

F. W. BENNETT, Esq., Lieutenant and Commander of Her Majesty's ship "Bloodhound," on the part of Her Majesty the Queen of England, and King Ndawa and the Chiefs of Angiana on the part of themselves and their country, have agreed to the following Articles and Conditions:—

ARTICLE I.

The export of slaves to foreign countries is for ever abolished in Angiana.

ARTICLE II.

The factory about to be erected, and the goods stored therein, together with the white and coloured men left in charge, are to be protected by the King and Chiefs, and the vessels employed in navigating the river are not to be molested in any way.

King Ndawa and his Chiefs are distinctly to understand that, if they in any way hurt or rob the factory-vessels or traders, they will be severely punished by the English Government.

The ground for the erection of houses and for the storing of casks and goods is to be granted free of all charges, and is to be considered, whilst in the occupation of any British subject, as British property; and the

occupant for the time being is authorized by the parties hereto subscribing to expel trespassers, and to maintain his right of occupancy, and to defend himself and property against any unlawful aggression.

In faith of which we have hereunto set our hands and seals, at Angiana, this 27th day of November, 1860.

(Signed) KING NDAWA, for himself and his Chief his mark.

FRANCIS W. BENNETT, *Lieutenant-Commander, H.M.S. "Bloodhound," and acting for Her Majesty's Consul.*

The foregoing Treaty was signed, sealed, and delivered in our presence.

(Signed) W. M. LOURICK, *2nd Master.*
J. B. WALKER, *Agent of the Expedition.*
MOONDIA, *Chief of Opuhpusana.*
BAGOK, *King Ndawa's Son.*

No. 71.

Commander Smith to the Secretary to the Admiralty.

Sir, *"Torch," Sierra Leone, April* 21, 1861.

I HAVE the honour to report to you, for the information of the Lords Commissioners of the Admiralty, that on the 14th instant I captured, with the boats of Her Majesty's ship under my command, at the head of the Bramiah river, about sixty miles up, a slave schooner; name and nationality unknown; master and crew, none on board; partly fitted with a slave-deck; and in other respects fully equipped for the Slave Trade.

This vessel was capable of carrying upwards of 200 slaves, and evidently intended to have shipped them where the vessel was captured.

From information I received, the King of Bramiah no doubt intended supplying the slaves for this vessel.

The information of this vessel reached me at Sierra Leone, the vessel in the first place having attempted to enter that river.

I have, &c.
(Signed) E. H. SMITH.

No. 72.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," at Sierra Leone, March* 24, 1861.

I HAVE the honour to transmit, for the information of the Lords Commissioners of the Admiralty, a copy of my report to the Commander-in-chief on the state of the Slave Trade between the 1st July and 31st December, 1860.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 72.

Commodore Edmonstone to Rear-Admiral Sir H. Keppel.

(Extract.) *"Arrogant," at Sierra Leone, March* 24, 1861.

I HAVE the honour to report, for your information, the state of the Slave Trade, &c., on the West Coast of Africa, between the 1st of July and the 31st of December, 1860.

2. From a want of the necessary documents, which I have only just received from the cruizers under my orders, I was unable to render the Report when due; and as no later date from the South Coast than the 19th of December has yet reached me, I regret not being able to complete my Report to the 31st of this month for that portion of the station.

3. It will be seen, by adding up the annexed lists, that no less than forty-six vessels, capable of conveying 30,432 slaves, have either arrived on the coast from the date of the last Return to the 31st of December, 1860, or are expected on the coast.

4. Out of that number it is gratifying to record that six vessels, capable of conveying 2,940 slaves, have been captured by Her Majesty's cruizers, thereby rescuing from slavery 1,112 human beings, four out of the six being empty when taken.

5. I have great pleasure in bringing to your notice the efforts made by the American squadron to put a check to the Slave Trade being carried on under the protection of their flag; and am happy to say that, in consequence, four vessels, containing no less than 2,925 slaves, have been detained, and sent over to the States for condemnation, making a total of ten vessels (nearly a fourth of the whole), capable of conveying 5,865 human beings, that have been captured during the period of this Report, by the joint exertions of the United States' and our own squadron.

6. It is, however, a subject of regret that, although I have every reason to be satisfied with the zealous manner in which the cruizers under my orders have performed their duties, five vessels have succeeded in getting off with 3,097 of our fellow-creatures on board, who will consequently be led into slavery.

7. Notwithstanding the above successful effort, I am convinced that a severe blow has been inflicted on this illegal Traffic, more especially as the American cruizers have taken an active part in preventing their flag from being prostituted; and I consider that the fact of four vessels under American colours having been detained by them, will go further to check the Trade under their flag than if twice that number had been captured by our cruizers.

8. Out of the thirty-one remaining vessels mentioned in the Return marked C, the following have been met with and boarded by the squadron:—On the North Coast,—"*Nancy*," "*Orlando*," Americans; in the Bights,—"*John Bell*," "*Marshall*," Americans; on the South Coast,—"*Don Juan*," French; "*John Baynton*," "*Marigueta*," Americans; in all, seven, which leaves twenty-four vessels of which I can give no account. In all probability, the greater portion of that number have not yet reached the coast.

9. The "*Virginian*," American, formerly sent over to the States by the "Portsmouth," but not condemned, and shown in Inclosure 1 of my last Report, dated the 25th of July, 1860, has again returned to the coast, and was boarded by the "Archer."

10. The "*Montauk*," American (disguised as a whaler), also mentioned in the Report alluded to above), was fallen in with by Her Majesty's ship under my command, to the southward of Loanda. I think it very likely that this is the vessel shown in the accompanying Return, Inclosure 4, as having got off with 300 slaves.

11. It will be seen by Inclosure 3 to this Report that the American ship "*Erie*" mentioned in my letter of the 25th July last, has been captured by the "Mohican." These three are the only vessels shown in Inclosure 1 of that Report, which have been met with by our cruizers.

12. The following vessels, of which information had been received previous to my arrival on the Station, have been boarded by the squadron during the period of this Report:—

"*Hanover*," American, has been more than nine months actually on the coast, and will, no doubt ship in the neighbourhood of Whydah, where she has been the whole time, so soon as an opportunity offers, but Commander Raby, of the "Alecto," has caused her movements to be closely watched.

13. The "*Thomas Watson*," American, disguised as a whaler, was boarded by the "Alecto" in the Bights, and the "*Porto Novo*" and "*Esperanza*," both under Portuguese colours, have also been fallen in with.

15. It will be seen that out of the number of vessels (36) shewn in the annexed Lists, Inclosures 4 and 5, that there are 29 under the American flag alone, the remaining being, six Spanish and one French; and as the United States' squadron find there is no use in detaining vessels unless they have slaves on board, although they may be otherwise fully equipped, the difficulty in successfully checking this illegal traffic is at once apparent, and of course our cruizers have less power for its suppression, as the majority of vessels continue to claim the protection of the American flag.

16. If the fact of a vessel having on board the usual slave-fittings would result in her being condemned should she be detained, and sent across by an American cruizer, this inhuman traffic could not possibly be carried on to the extent it is at present, as the hazard would be so much greater.

17. Flag Officer Inman, with whom I have had several opportunities of conversing on this subject, is, I am sure, most anxious to co-operate with us in putting a stop to the Slave Trade under the American flag, and his officers are equally desirous to do the same. Their exertions have been well rewarded by the capture of the four notorious slavers mentioned in Inclosure 3, clearly showing what a happy result might be arrived at if they were empowered to detain vessels which they well know are not on the coast for legitimate commerce, and provided with the usual slave appliances.

18. I have great pleasure in bringing to your notice the good feeling that exists between the two squadrons, and considering the number of vessels flying the American flag that have been boarded, it is a subject of congratulation that I have had no complaints against our cruizers to submit for your consideration; the greatest caution having been observed when employed on this important duty, and the instructions on the subject fully attended to.

19. I will now draw your attention to the principal localities where the Slave Trade is at present carried on.

North Division.

The Traffic in Slaves is chiefly for domestic purposes, still I cannot but think that, in the event of a favourable opportunity presenting itself, a considerable number could easily be obtained for foreign export, from the barracoons up the River Pongas, kept by the notorious Mrs. Lightbourne and a Mr. Faber, who, I understand, is her agent. The supply is procured from the Sherbro and its vicinity, and conveyed in canoes about the month of September, after the crops are sown.

20. Slaving also goes on from the Sherbro with Millacore and Forecarrah, and frequent captures take place off Kent by the Civil Commandant, who is a most active man, and has been the means of rescuing many unfortunate human beings from slavery.

21. Slaves are frequently sent from the Pongas to the Nunez, but I should imagine principally to be shipped as emigrants. The French have constructed a fort at the latter place.

22. I also learn that slaves are taken along the coast from Bessaio by Portuguese, and the Sierra Leone river itself is constantly the scene of its operations; but owing to the exertions of his Excellency the Governor and his agents, repeated captures have been effected.

22. As the Sherbro without doubt supplies the greatest quantity on this part of the station, I trust when the timber trade in the Bagroo (one of its branches) is opened, it will materially lessen that barbarous traffic by finding honest labour for those who would otherwise be sold into slavery.

24. I am given to understand that vessels from the Western ports make a practice of calling at Cape Palmas for the purpose of learning the movements of our cruizers, and as this place is also frequently resorted to by English merchant-vessels sometimes to the extent of 200 annually for the purpose of procuring kroomen, &c., I think it would be of great advantage to British interests if a Consul or Consular Agent were appointed, as it would not only check the disturbances that have frequently occurred amongst the natives and our palm-oil traders, but also enable us to gain, through such authority, more accurate information of the actual presence on the Coast of vessels suspected of being intended for employment in the Slave Trade.

25. I do not think there is any slaving carried on in the Liberian territory. This concludes all the information I can give on the subject of the Slave Trade in this division.

Bights Division.

26. In spite of the increased number of cruizers in this Division, I regret to say the Slave Trade has flourished, three notorious vessels having got clear with large cargoes; but it exists, as formerly stated, principally in Dahomey's country, which is altogether given up to this illegal Traffic to the injury of legitimate trade, which it has almost superseded.

27. This increase has been caused by the large number of captures made by the King of Dahomey for the purpose of observing the barbarous custom on the anniversary of his late father's death, and which, I believe, has far exceeded in its atrocities anything of the kind.

28. Although slaves are collected all along the coast from Elmina Chica, about ten miles to the eastward of

Quittah, to Porto Novo on the eastern part of the Bights, still Great and Little Popo, Whydah, Jackin, and Delmina, are the principal shipping ports to which they are transported. Barracoons are not used so much as formerly, the slaves being scattered about among the houses so as to appear as domestic slaves.

29. The slave-traders are mostly settled at Whydah, which post ought always to be guarded by a cruizer; there is a Señor Modeiras said to be actively engaged in the Slave Trade at Ahgwey, and a Señor Limas, a Brazilian, living about a mile from Quittah Fort, who I hear has dealings with the "*Hanover*."

30. As the value of an able-bodied healthy slave on the beach is 90 dollars in hard cash, while on the South-Coast it is only 25 dollars, added to which there is much greater risk in the Bights on account of the surf, canoes frequently capsizing with valuable cargoes on board; it is, therefore, quite evident that the slaver under American colours would only go to the most expensive market for some good reason, which is the general absence of the United States' cruizers from that part of the coast, making, of course, their chance of a successful trip more certain.

31. I have represented this to Flag Officer Inman, who, I hear, has sent a gun-boat ("Sumpter") to the Bights; but this is not enough to make any serious impression: there ought to be at least a squadron equal to ours, instead of the bulk of their cruizers being kept on the South Coast. If this step was taken, I am sure the Slave Trade would be greatly lessened.

32. Although the "*Constancia*" would doubtless have got off the Cameroons had she not been captured by the "Alecto," still I do not think there is much to be apprehended from that neighbourhood while the palm-oil trade exists as at present.

33. The Bonny and Calabar are also free from such Traffic, except, of course, in domestic slavery, which prevails more or less all over the coast.

34. I now beg to draw your attention to the Islands of Princes and St. Thomas, both of which I have reason to believe afford every assistance to slavers, which frequently put in for water and provisions, and I hear that at Princes slaves are even landed.

35. The general disturbed state of the country for the past six months has no doubt been very advantageous to the increase of the Slave Trade in the Bights.

South Division.

36. The export of slaves is very general, but I am nevertheless thankful to say it has received a serious check during the past six months, in consequence of the exertions made towards its suppression by the United States' squadron.

37. Our cruizers, though very active, I regret to say have not been so successful in making captures as the Americans.

38. The Congo and its neighbourhood contribute the greatest number of slaves, and Ponta de Lenha is, without doubt, the head-quarters on the coast. It is there that the dealers principally live, and make their arrangements. I have issued instructions to the senior officer to cause this place to be visited as often as possible, and the Congo constantly to have a cruizer guarding its entrance.

39. The places from whence slaves are shipped to the northward of the Congo are as follows:—Point Piedras, Mayumba, Banda Point, Black Point, Landana, and Cabenda Bay, to the southward of the Congo; Cabeça de Cobra and Mangue Grande; and the coast between Maella (called by the natives Macula) and Junna Bay.

40. At Macula vessels can lay close in under the land in safety, and receive their cargoes of slaves with the greatest facility. There is rapid and frequent communication kept up between this part of the coast and Ponta de Lenha by means of runners and by water, there being a river to the northward of Ambrizette which communicates with the Congo, and is of sufficient water to enable boats of ten tons burden to enter this river; also a large number of canoes might lay concealed a few yards inside its mouth, with their cargoes of slaves in them, completely hid from view.

41. Many of the native boats, with Portuguese colours, I am convinced greatly assist the slavers in shipping, and it is considered presumptive evidence when any number of them are collected in these localities, that a shipment is contemplated.

42. In the neighbourhood of all the principal shipping-places on the South Coast there are considerable barracoons continually kept supplied with slaves.

43. The slaves on board the "*Clara Windsor*," captured by the "Espoir," as shown in Inclosure 2, were shipped by King Jack at Cabenda, in spite of the Treaty that exists. I shall therefore take steps for his being punished for his breach of faith, and threaten him with the serious displeasure of Her Majesty's Government.

44. While at Loango in the "Arrogant," I took the opportunity to cause the French Emigration Establishment to be visited by some of my officers, who report that they were well received by the Governor, who made no objection to their going over the premises, which appeared to be well conducted, and that there were upwards of 300 free emigrants awaiting shipment.

45. At St. Paul's de Loanda there is a great deal of domestic slavery, and I should not be surprised if slaves in small quantities were occasionally taken by the coasting boats to Ambrizette.

46. I regret to inform you that the Slave Trade has, to a small extent, revived to the southward of the last-mentioned port, an American vessel having got off with 300 from Benguela, as shown in the accompanying Return; and I also learn that the American vessels fitted as whalers, had been trying to negotiate for slaves at Little Fish Bay, when, failing in this object, they proceeded to the southward of the limits of the station, where no doubt they were successful.

47. While at Elephant Bay I had an opportunity of observing that slavery is carried on on that part of the coast. There is a Portuguese resident who had several slaves, principally children, in irons, no doubt ready to be transferred to some other depôt, when a number could be got together. He informed me, however, that they were for domestic purposes. I have instructed the Senior Officer of the Southern Division to order a cruizer to visit these places occasionally.

48. In concluding this Report, I am thankful to say that the number of cruizers at my disposal has been increased by two during the last six months, the disposition of the squadron being at present as follows:—North Division,—"Torch" (senior officer), "Falcon;" Bights Division,—"Alecto" (senior officer), "Ranger," "Espoir," "Bloodhound;" South Division,—"Archer" (senior officer), "Prometheus," "Wrangler," "Sharpshooter."

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 2 in No. 72.

RETURN of Slavers Captured by Her Majesty's Cruizers on the West Coast of Africa, between July 1 and December 31, 1860.

Date of Sailing from last Port.	The Vessel's						Intended		By whom Captured.	Captured.		Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.	Place of Shipment.	Number of Slaves.		Date.	Place.	
May 16, 1860, from Havana	Constancia ...	Monte Videan	Barque ...	284	Not known; Juan Rodrigues, master	Rum, rice, calavances, plank and water, &c.; slave-fittings	King Bell's Town, River Cameroons	700	Alecto ...	1860 Aug. 15	King Bell's Town, River Cameroons	Supposed to have been formerly the "White Cloud," under American colours. Captured in consequence of information received from Fernando Po. Condemned October 29, 1860.
Unknown	Unknown ...	Unknown ...	Brigantine .	100	Unknown	Rice, farinha, and slave-fittings	Snake's Head, River Congo	300	Spitfire ...	Aug. 16	At sea; lat. 7° 45′ S., long. 12° 50′ E.	Condemned at St. Helena.
Unknown, sailed from Havana	Unknown ...	Unknown ...	Cutter ...	Unknown ... ... Length, 82 ft. 3 in. Breadth, 22 ft. 2 in. Depth, 14 ft.	Unknown	Slave-deck and coppers, &c.	Cabenda	300	Torch ...	Nov. 14	At sea; lat. 6° 48′ 54″ S. long. 11° 57′ 15″ E.	A Spanish crew of 9 men. Was destroyed, being unseaworthy.
Sailed from Matanzas, date unknown	Unknown ...	Unknown ...	Brigantine .	114	Not known; —Graham said to be the master	272 slaves; 179 males, 93 females	In or near the Congo, on Nov. 16, 1860	450	Falcon ...	Nov. 19	At sea; lat. 7° 18′ S., long. 9° 46′ E.	Supposed to be the "James Rose," under American colours; was formerly the "Hallowell." 14 slaves died on the passage to St. Helena.
Sailed last from Teneriffe, about ten months previously, where she had fitted out	Unknown ...	Unknown ...	Brig	200	Unknown	Slave equipments	Shebar River	350	Espoir ...	Nov. 19	Shebar River, N. 12° W. 22 miles	Captured in consequence of information received from his Excellency Governor Hill. Intended to have shipped on the night of capture. Was condemned at Sierra Leone.
August 1860, from Cuba, under American colours	Clara Windsor ...	Unknown ...	Barque ...	263	Unknown; Juan Pablo, master	840 slaves; 159 men, 251 women, 327 boys, 103 girls	Cabenda	840	Espoir ...	Dec. 14	At sea; lat. 4° 44′ S., long. 14° 21′ W.	Was bound to Cape St. Mary's, in Cuba; she had her original crew of Americans, as well as a crew of Spaniards or Portuguese on board, making a total of 31. By the American captain's statement she appears to have been sold on the coast, and part of the purchase-money (1,000 dollars) paid. She was boarded by the "Torch" and the United States' steamer "San Jacinto," and only landed 612 Africans at Sierra Leone.
					Total	1,112 slaves	... ...	2,940				

From July 1 to December 31, 1860, 1,112 human beings released from slavery, and six vessels captured, capable of conveying 2,940 slaves, including the above number, by Her Majesty's cruizers.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

PALL MALL REFORM CLUB

Inclosure 3 in No. 72.

RETURN of Slavers Captured by the United States' Squadron, on the West Coast of Africa, between July 1 and December 31, 1860.

Date of Sailing from last Port.	The Vessel's						Intended		By whom Captured.	Captured.		Remarks.
	Name.	Nation	Rig.	Tons.	Owner.	Cargo.	Place of Shipment.	Number of Slaves.		Date.	Place.	
						Slaves.						
April 4, 1860, from Havana	Erie . .	American	Ship . .	500	Unknown . .	1,000	In or near the Congo	1,000	Mohican .	Aug. 8, 1860 .	Off the Congo	Boarded by the boats of "Spitfire," at Punta de Lenha (River Congo), July 1860.
Unknown . .	Storm King	Ditto .	Brig . .	229	Unknown, — Lockhart, master	600	Ditto . . .	600	San Jacinto .	Aug. 8, 1860 .	Ditto . .	Ditto.
Ditto . . .	Cora . .	Ditto .	Barque .	431	Unknown . .	705	Mangue Grande .	705	Constellation .	About Sept. 23, 1860	Ditto . .	Was at Point de Lenha.
Ditto . . .	Bonetta .	Ditto .	Fore-and-aft schooner	Unknown	Ditto . . .	620	A little to the south of the Congo	620	San Jacinto .	In Oct. 1860	Ditto . .	Was boarded by the boats of "Arrogant," at Punta de Lenha, in September 1860.
							Total . .	2,925				

From July 1 to December 31, 1860, four vessels captured, with 2,925 slaves on board, by the United States' squadron.

"Arrogant," at Sierra Leone, March 24, 1861.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 4 in No. 72.

RETURN of Vessels which are said to have Escaped with Slaves, from the West Coast of Africa, between July 1 and December 31, 1860.

Date of Sailing from Western Port.	The Vessel's						Place where Slaves were Shipped.	Date of Shipment.	Remarks.
	Name.	Nation.	Rig.	Tons.	Owners.	Cargo.			
						Slaves.			
Unknown	City of Norfolk .	American .	Brig screw-steamer .	572	Probably by the same parties who owned the "*Pamphylia*"	987	Whydah . .	Aug. 12, 1860	Was purchased at New York, from the Havana.
Sept. 1860, from New York.	Buckeye . .	Ditto .	Barque . . .	...	Unknown, — Booth, who commanded the "*E. A. Chase*" is master	460	Ditto . . .	Sept. 20, 1860	Was boarded by "Alecto," at Aghwey, on August 3, 1860, and by "Triton" on September 10, off Whydah.
January 21, 1860 . .	Lauretta . .	Ditto .	Brig . . .	180	Almeida & Co., owners of "*Hanover*" master's name, — Jackson	600	Aghwey . .	Oct. 1860	Was boarded by the "Alecto," under American colours, on September 4, 1860, and, subsequently, by "Triton."
May 27, 1860 . . .	Josephine . .	Ditto .	Fore-and-aft schooner	210	Jeffrye Ross, New York; master, — Carter	750	To the southward of the Congo	Sept. 1860.	Was boarded and examined by "Prometheus," when at Sierra Leone, on August 1, 1860, in consequence of information from the Governor, and was subsequently boarded by "Arrogant's" boats, at Punta da Lenha, in September last.
						300*			
						3,097			

* An American vessel shipped a cargo of 300 slaves between Benguella and Little Fish Bay, some time in August last.

From July 1 to December 31, 1860, five vessels escaped, having on board 3,097 slaves.

"*Arrogant*," at *Sierra Leone, March* 24, 1861. (Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 5 in No. 72.

RETURN of Vessels which have been met with, or are expected, on the Coast of Africa, destined to be engaged in the Slave Trade.

Date of Sailing from Western Ports.	Port Cleared from.	The Vessel's Name.	Nation.	Rig.	Tons.	Owner.	Cargo.	No. of Slaves can convey.	Remarks.
July 3, 1860	New Bedford	Tallimaro	American	Ship	371	Not known	Unknown	900	Cleared for the Atlantic Ocean, under the command of Captain Harthway, and is a very old vessel.
Unknown	New York	Labiticia	Ditto	Ditto	707	Ditto	Ditto	1,200	The captain's name, — Washington. Was formerly in the French ship "Acre."
August 17, 1860	Ditto	Adela	Ditto	Hermaphrodite brig	114	Ditto	Ditto	300	
July 31, 1860	Havana	Amelia	Spanish	Schooner	90*	...	...	200	Sailed for the coast of Africa; painted black, with a narrow red stripe; her yards are black.
Unknown	Ditto	Villa de Ponce, or Parqueta de Force	Ditto	Ditto	90*	...	...	200	Sailed from the Havana for the coast of Africa, and was painted white.
Ditto	Ditto	Don Juan of Havre	French	Ship	427	Unknown; — Gallet is the master	Unknown	1,000	Was boarded at sea, lat. 6° 42′ S.; long. 11° 13′ E., on December 7, by "Sharpshooter," and the latest date on register is 1852. Was found in all respects fitted for the reception of slaves or coolies.
Ditto	Unknown	Mary Francis	American	Barque	278	Mrs. Watson	Ditto	700	This vessel was formerly reported as the brig "Triad," and has landed a cargo or two under the name of "Cabarga."
Ditto	Havana	Samuel Churchman	Ditto	Brig	221	Mare and Co.	Ditto	600	Was mentioned in last Report.
October 30, 1860	Ditto	Nancy	Ditto	Ditto	219	Unknown; L. Rice is the master	Sugar, coffee, rum, and cigars	700	Was boarded by "Falcon" on December 16, 1860; papers found correct, and was therefore released. A very suspicious vessel.
November 13, 1860	New Orleans	Potomac	Ditto	Schooner	242	Messrs. Goldenshaw and Lesparre	Unknown	720	Master's name, — Taber.
November 24, 1860	Havana	Lyra	Ditto	Barque	217	Unknown	Ditto	700	
August 28, 1860	Key West	William	Ditto	Ditto	232	Ditto	Ditto	600	Master, Antonio Pelletier; mentioned in last half-year's Report.
Unknown	New York	John Bayaton	Ditto	Brig	208	Ditto	Ditto	660	Was boarded by the "Spitfire," at Punta da Lenha (River Congo), in August 1860; master's name, — Hinckley.
November 27, 1860	Havana	Ardennes	Ditto	Barque	...	Ditto; master's name is — Good	Ditto	Query 700	Mentioned in last Report.
Unknown	Unknown	Orlando	Ditto	Ditto	600	Unknown	General	1,000	Was boarded by "Arrogant," at Sierra Leone, in February last.
Ditto	Ditto	Alexina	Ditto	Ditto	224	Ditto	Unknown	500	— Lambert, master.
December 20, 1860	Ditto	Mary J. Kimball	Ditto	Ditto	398	Ditto	Ditto	650	— Mc Lellan, master.
December 20, 1860	New Orleans to Havana	Tocoa	Ditto	Hermaphrodite brig	228	Ditto	Ditto	300	Master's name, — Stanley.
Unknown	Charleston	John Bell	Ditto	Ditto	148	Ditto	Rice, flour, timber, rum, and spirit, &c.	400	Boarded by "Alecto," in the Bight, on December 13, 1860; — Barkeby, master.
October 4, 1860	Cuba	Camernata	Spanish	Brig	236	Ditto	200 pipes of spirits	600	Cargo very suspicious; dispatched by notorious slave-traders.
May 19, 1860	New York	Victoria	American	Screw-steamer	256	A. A. de Grace	Unknown	800	
May 1860	Havana	Gravina	Spanish	Ship	580	Unknown	Ditto	1,200	
June 1860	New York	Lucky Star	American	Barque	524	Ditto	Ditto	1,100	— Winkle, master.
April 21, 1860	Baltimore	Golden Rod	Ditto	Schooner	130	Ditto	Ditto	400	
June 7, 1860	New York	Fred. Diring	Ditto	Brigantine	216	Ditto	Ditto	500	
February 1860	Ditto	Mariqueta	Ditto	Fore-and-aft schooner	141	Strologo	Palm oil, ivory, &c.	400	Was boarded by "Arrogant's" boats, on September 21, 1860, at Punta da Lenha; and also by "Wrangler," on October 17, 1860, off Mayumba, and again on the 20th, at Loanda.
Unknown	Palma	Audaz	Spanish	Brig	200	Gabriel Bosch, a Catalan resident in the Canary Isles. The principal owner a native of Cuba, named Pugal	Fetters, arms, &c.	500	Is supposed will ship slaves at Londano.
Ditto	Mobile for New Orleans	Cygnet	American	Ditto	199	Unknown	Unknown	600	In my last Report is said to have got off with a cargo of 600, from the neighbourhood of Whydah, in September 1859.
Ditto	New York	Nightingale	Ditto	Ship	1,066	Ditto	Ditto	2,000	
Ditto	Havana	Marshall	Ditto	Brigantine	197	Ditto	Ditto	500	Has been boarded by "Espoir."
June 1860	Ditto	Formosa Estrella	Spanish	Barque	...	Ditto	Ditto	Query 700	
								21,470	

31 Vessels, capable of carrying 21,470 slaves.

* These vessels are supposed to belong to a Company intending to send a vessel every fortnight, calculating that one out of every three will get clear off.

"*Arrogant*," *at Sierra Leone, March* 24, 1861.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

No. 73.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) *"Arrogant," off Lagos, May 7, 1861.*

IN compliance with their Lordships' letter of the 18th December last, addressed to the Commander-in-chief on this station, respecting the Slave Trade in the River Pongas, I have the honour to report that I am of opinion that it certainly exists, but, so far as the export is concerned, is of a very limited nature, as, since my arrival on this station, the only case of an attempt at shipment was that on board the vessel destroyed by the "Torch." I believe that, had shipments been more frequent, it must have come to my knowledge, and have been generally known in that neighbourhood, as every possible means are taken to gain information.

Domestic slavery, in boats, &c., is carried on to so great an extent in this river, that no doubt people have erroneously connected it with the actual shipment of slaves: further, as I have every reason to believe a considerable number have been sent to the Nunez (where the French have a fort) for emigration purposes, this also may have led to the belief of recent exports from the Pongas.

I am informed, on authority, that very little slavery has been done for four or five years back, and that the vessel destroyed by the "Torch" was the only attempt during last year. This opinion is confirmed by reports which I have received from a trustworthy source in that river.

The principal persons connected with this inhuman Traffic are, Mrs. Lightbourne, a Mr. Faber, and King Catty (with the latter we have a Treaty for its suppression); and I also learn that several liberated Africans are mixed up in it.

As, however, neither Mrs. Lightbourne nor Mr. Faber are British subjects, of course we cannot interfere in any way with them, unless they ill-treat or molest those under our protection; but I am happy to be able to forward, for their Lordships' information, copy of a Declaration on the part of Mrs. Lightbourne promising in future to abstain altogether from shipping slaves from the Pongas or its vicinity.

As I am informed that King Catty, although in Treaty with us, certainly broke the 4th and 5th Articles of his Agreement with Her Majesty's Government in the case of the "Torch's" prize, I therefore respectfully suggest that the annuity he receives should be stopped for at least two years, unless he gives up the slaves that were shipped in the vessel already alluded to, and subsequently landed, and who are now in his possession; and that the severe displeasure of the Government should be conveyed to him, with the distinct understanding that, in the event of any recurrence of such conduct on his part, his town will be destroyed.

It is absolutely necessary that Catty should in some way be punished, as he did not attend a palaver on board the "Torch," although he received three separate requisitions from Commander Smith to do so, and was, no doubt, advised by Mr. Faber in the matter. I hear that he is a worthless, miserable man, and nearly always drunk.

Mrs. Lightbourne's town (Faringeah) is situated at the head of a creek, and not approachable under half-tide, as at low water it is perfectly dry for a mile or more. Her own premises are in the shape of a square, and strongly stockaded, having a gate on each side, the one nearest the landing-place being protected by a sort of martello tower on either side, containing an old-fashioned 18 or 12-pounder worked through a port-hole; and in all, there are twelve guns of various sizes placed to good advantage, a careful watch being kept day and night.

Commander Smith reports having paid her a visit, and that he was well received.

Inclosure in No. 73.

Declaration.

WE, the Undersigned, Stiles Edward Lightbourne, a son of Mrs. Lightbourne, a resident at Mokattah, Benjamin Lightbourne, and William Emerson, being also grandsons of the said Mrs. Lightbourne, and residents at Faringeah, in the River Pongas, and duly empowered by Mrs. Lightbourne, do solemnly and sincerely declare, on the part of Mrs. Lightbourne, that she will, in future, honestly abstain from engaging herself, either directly or indirectly, in the shipping of slaves from the river or its vicinity.

We also further declare, on the part of the said Mrs. Lightbourne, that she has not shipped any slaves from the river or its vicinity, since 1855; and we make this Declaration in the presence of Commander J. H. Smith,

Dr. C. J. Fennell, and Mr. Alfred Whiffin, Assistant Paymaster of Her Britannic ship "Torch," on board the said vessel, this 20th day of March, in the year of our Lord 1861, and the twenty-fourth of Her Majesty's reign.

(Signed) STILES E. LIGHTBOURNE.
BENJAMIN LIGHTBOURNE.
WM. EMERSON.

Sworn, signed, sealed, and delivered before me, at Baufah, in the River Pongas, this 20th day of March, 1861.

(Signed) J. H. SMITH, *Commander of Her Majesty's ship "Torch."*

Witnessed by us:
(Signed) C. J. FENNELL, *Assistant Surgeon.*
A. WHIFFIN, *Assistant Paymaster in charge, Her Majesty's ship "Torch."*

No. 74.

Commander Skipwith to Commodore Edmonstone.

"*Prometheus*," *at Sea, Lat.* 5° 46′, *Long.* 11° 7′, *June* 30, 1860.

Sir,

IN pursuance to Article 3, Section 2 of the Slave Trade Instructions, I have the honour to inform you that trade is flourishing in all its branches on the Northern Division, and in addition to the usual produce of ground nuts, palm oil, hides, &c., Mr. Lawrence, of Bessessimi, at the instigation of the Manchester Cotton Supply Association, is endeavouring to cultivate the cotton plant, and trusts in course of time to induce the natives to support him in that branch, but as they cannot see any prospect of a sale for it, they do not attempt it willingly.

About the Gambia some of the tribes have been threatening to invade the Colony, but the Governor is now of opinion that all is settled again; the trade was never seriously interrupted. The Governor purposes himself endeavouring to encourage the growth of cotton, and is about to cultivate a small farm to show the natives how to begin; there such trade of ground nuts, palm oil, &c., was prosperous.

The British Island of Bulama does not appear very thickly populated, and there does not appear to be any leading person to give an impetus to the trade; the ground nuts and Indian corn are plentiful. Mr. Lawrence talks of establishing a cotton farm there.

With regard to slavery, the Rio Pongas and Nunez are the only places I hear of its being carried to any extent. Mrs. Lightbourne, of the former river, is the principal instigator, and I am told she procures slaves from Sherbro and other places on the coast, which are conveyed in small boats. I have had a boat up the River Pongas, which has been hospitably received by Mrs. Lightbourne, but, at the same time, been unable to perceive any signs or procure the slightest information about the Slave Trade. There is also boat-slavery being carried on in the River Sierra Leone, and many have been captured by the harbour-master and agents of the Governor.

I have received favourable accounts of the timber up the River Bagroo, and Her Majesty's ship "Triton" surveyed it for twelve miles, but owing to the rains no further steps can be taken till November or December.

The Liberian Republic is in a prosperous state, and all slavery is abolished in its territory. Its principal production, palm oil, is in a flourishing state.

I have, &c.
(Signed) S. S. SKIPWITH.

No. 75.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," *in Simon's Bay, April* 27, 1861.

I HAVE the honour to inclose, for their Lordships' information, a letter from Commander Smith of the "Torch," reporting the capture, on the 15th November last, of a slave-cutter without nationality.

This vessel fitted out at Havana with a crew of Spaniards, and she was ntended to receive 300 slaves on the South Coast.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure 1 in No. 75.

Commander Smith to Commodore Edmonstone.

"*Torch*," *at sea, Lat.* 3° 7′ 36″ *S., Long.* 9° 28′ 40″ *E.*,
Sir, *November* 17, 1860.

I HAVE the honour to report to you, that on the 15th instant, at 11·45 A.M., I captured, in latitude 6° 48′ 54″ south, longitude 11° 57′ 15″ east, a slave-cutter, with a crew of nine men, fitted with slave-deck, copper, and cargo, &c., name and nationality unknown. As the vessel appeared to be unseaworthy, I ordered a survey to be held on her, a duplicate of which is herewith inclosed; and the surveying officers having recommended her to be destroyed, I accordingly set fire to her, and when I parted company, at 7·20 P.M., she was burnt nearly to the water's edge.

On the 16th instant, the following day, I landed the prize-crew at Loango Bay. From what I could ascertain it appears that they were all Spanish, and fitted out at Havana, and intended to have shipped, the following morning after capture, a cargo of 300 negroes. No documents of any kind were found on board.

I have, &c.
(Signed) H. V. SMITH.

Inclosure 2 in No. 75.

Messrs. Martin, Cunningham, &c., to Commander Smith.

"*Torch*," *at sea, Lat.* 6° 48′ *S., Long.* 11° 53′ *E.*,
Sir, *November* 15, 1860.

IN pursuance of an order received from you this day, we, the Undersigned, have held a careful and strict survey on the slave-cutter, name unknown, and find as follows:—

The mainmast is badly sprung and fished; the hull in very bad condition; bulwark-stanchions rotten, and the vessel leaky; only one anchor on board, which was disproportioned to the vessel, being very small. We therefore recommend her to be destroyed, being totally unfit for a sea voyage.

The measurement of the vessel is as follows:—

	Ft.	in.
Length from stern-head to taffrail	82	3
Breadth of beam taken over upper deck abreast of mast	22	2
Depth of hold, taken from pump-well	14	0

We have, &c.
(Signed) J. J. MARTIN, *Lieutenant.*
WM. J. CUNNINGHAM, *Second Master.*
MATT. MURRAY, *First Assistant Engineer.*
THOS. BELL, *Carpenter's crew.*

No. 76.

Captain Craufurd to Commodore Edmonstone.

Sir, "*Archer*," *at anchor, off St. Padron, December* 14, 1860.

IN compliance with section 5 of the Admiralty Instructions for the Suppression of the Slave Trade, I have the honour to acquaint you that I sighted at daylight this morning a brigantine about eighty miles off the land.

I immediately made sail in chase, and came up and anchored with her after sunset. She had shown American colours, after several hours' chase.

I had strong doubts as to her legality to those colours, and therefore sent an officer to board her, and found her to be the "*Virginian*," of New York, entitled to fly the American flag.

No complaint was made by the master or any other person acknowledged on board, nor was there any detention to the vessel.

It is the same vessel which was captured by the United States' cruizer "Portsmouth," on suspicion of being engaged in the Slave Trade in February last, and sent for adjudication, but released in the United States.

She has since come over with a cargo of rum and tobacco, and I have every reason to believe will ship a cargo of slaves if she can elude vigilance.

Inclosed are the reports of the boarding officers.

I have, &c.
(Signed) FRED. A. B. CRAUFURD.

Inclosure 1 in No. 76.

Mr. Grusen to Captain Craufurd.

Sir, "*Archer*," *off River Congo, December* 14, 1860.

I HAVE the honour to inform you that, in company with Lieutenant Thomas, I this day boarded a brigantine, and having found her to be the "*Virginian*," of New York, and entitled to fly the American flag, returned on board, the Captain making no complaint, and without causing any detention to the vessel.

I have, &c.
(Signed) H. GRUSEN, *Master's Assistant.*

Inclosure 2 in No. 76.

Lieutenant Tromaz to Captain Craufurd.

Sir, "*Archer*," *December* 14, 1860.

I HAVE to inform you, that in compliance with your orders, I this day boarded a brigantine, and having found her to be the "*Virginian*," of New York, and entitled to fly American colours, I returned on board, the Captain making no complaint, and without causing any detention to the vessel.

I have, &c.
(Signed) W. TROMAZ.

No. 77.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *at Fernando Po, May* 24, 1861.

IT is with deep regret that I have to report, for the information of my Lords Commissioners of the Admiralty, the death of H. G. Foote, Esq., Her Majesty's Consul at Lagos, which melancholy event took place on the 17th instant, from fever and dysentery.

I inclose Mr. McCoskry's (the Acting Consul) letter to me reporting the circumstance, as it contains important intelligence with regard to the state of affairs at Abbeokuta and the country generally. I fear that the Consul's death, happening at the present moment, will have an injurious effect with respect to the settlement of matters at Porto Novo.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure in No. 77.

Acting Consul Mc Coskry to Commodore Edmonstone.

(Extract.) *Lagos, May* 20, 1861.

IT is with deep regret I have to inform you of the death of Consul Foote; he was taken ill almost immediately after you left, and died on the 17th instant.

I have, till such time as other arrangements are made, taken charge of the Consular duties, and I will do my best, so far as my ability goes, to do them well.

I have no official news from Porto Novo, but I have good reasons to believe the King and Chiefs of that place have already signed the Treaty, and are ready again to open trade.

My advices from Abbeokuta are not so good; the Alake and Chiefs had promised the late Consul Foote, on the occasion of his visit there, that they would allow trade to go on between their people and the merchants, and free communication by the river to Lagos, after the 21st of May; it now appears they will not fulfil the promise.

The most probable reason for this conduct is, that on the strength of this promise many merchants of this place sent large quantities of goods to Abbeokuta, and the Alake and Chiefs think that as they have now there a large amount of British property, they are more likely to obtain assistance from the British Government to carry on the war with Ibadan. Their conduct in any way is unjustifiable, and I only await information from themselves as to their reasons, to point that out to them.

It is to be regretted that it has not been more pointedly explained that the objects of the British Government are not to support the Egbas in every war in which they may choose to engage, but mainly to tranquillize the country, and protect Abbeokuta against the unprovoked attack of Dahomey. The whole conduct of the Egbas shows that they expect the support of the British Government in every undertaking, and if they do not get it, they blame the Representative here.

No. 78.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *Fernando Po, May* 28, 1861.

IN reference to my letter of the 24th instant, reporting the death of Her Majesty's Consul at Lagos, and inclosing a letter from Mr. McCoskry containing important news of Abbeokuta and the general state of the country, I have now the honour to annex a letter I have just received from that gentleman, conveying the pleasing intelligence that the King and Chiefs of Porto Novo have signed the Treaty, the refusal to sign which was the cause of the recent successful expedition against that Chief.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure in No. 78.

Acting Consul Mc Coskry to Commodore Edmonstone.

Sir, *Lagos, May* 21, 1861.

I HAVE the honour to inform you that the King and Chief of Porto Novo have signed the Treaty as required, and trade will be re-opened immediately.

The Acting Vice-Consul, Tickel, returned yesterday to Badagry with the signed Treaty, but he is prevented by illness from coming down here with it, and to give details from personal observations as to the state of the country,

and the feeling of the people in reference to the bombardment brought upon them by the obstinacy of the King and Chiefs.

I have no news from Abbeokuta.

I have, &c.
(Signed) J. McCOSKRY.

No. 79.

Commander Douglas to the Secretary to the Admiralty.

"*Espoir*," *at Sea, Lat.* 3° 27′ *N., Long.* 7° 23′ *E.,*
Sir, *June* 3, 1861.

I BEG to report to you, for the information of my Lords Commisioners of the Admiralty, that I this day boarded the United States' brigantine "*African*" at 11·50 A.M.

2. My reasons for boarding her after showing American colours were as follows:—1st. He was lying in the harbour of Fernando Po, in company with Her Majesty's ship under my command, for some days, and was there currently reported to be a slaver. 2nd. He shipped palm oil at Accra, which he again landed the night before he sailed without a permit from the Spanish authorities. He had, moreover, a large crew—at least twenty-five; many more than a vessel of this size would carry if engaged in legal trade. 3rd. When sighted he was standing south-east by south on the starboard tack, about two points free, and afterwards altered course to north-west close-hauled on the port tack.

3. I steamed up alongside of him, and hailed to say I intended to send a boat on board, and asked him to square his headyards, which was done. On my going on board I requested his register, which was at first refused, but at length shown; the captain at the time stating he had no right to show it. I then asked to see his manifest, and his list of the crew, which were both refused.

4. In reply to questions I put, the following answers were given:—

"He might carry as many men in his crew as he liked."

"He did not land the palm oil without a permit, but would not show it."

"He was going to St. Thomas, Gaboon, or any where he could fetch."

"He would not allow me to make any entry in his log, but would make his own."

On my second application to note my proceedings in his log-book he again refused, on which I called on Mr. Southwick, the officer who visited with me, as well as the crew who were standing in the gangway, to note the refusal of the captain to my request. I then left the vessel, having been on board fifteen minutes.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 80.

Commander Smith to Commodore Edmonstone.

Sir, "*Torch*," *off the Gallinas, June* 14, 1861.

I HAVE the honour to report to you that, on the 13th instant, I captured, with the boats of Her Majesty's ship under my command, inside the bar of the Gallinas, a large slave topsail schooner, name and nationality unknown (but supposed to be Spanish), master and crew now on board, but there were sixteen Liberians on board who had illegally taken possession of this vessel on the grounds of her being within the Liberian territory.

As the vessel was inside the Gallinas bar, and a very heavy surf setting in, I considered it highly imprudent to attempt to bring the vessel out over the bar; I accordingly set fire to her, and before we left she was completely destroyed. A duplicate of the survey is herewith inclosed.

This vessel was partly fitted with a slave-deck, and in other respects fully equipped for the Slave Trade, and was capable of carrying from 300 to 400 slaves, and had brought a valuable amount of doubloons to purchase a slave cargo.

Lieutenant Martin represents that the master and crew had landed on an island, about half-a-mile up this river, merchandize, slave-irons, and coppers, where it is supposed they intend to found a slave-factory.

I have, &c.
(Signed) T. H. SMITH.

Inclosure in No. 80.

Lieutenant Martin to Commander Smith.

Sir, *"Torch," off Gallinas River, June* 14, 1861.

IN pursuance of an order received from you this day, we, the Undersigned, have taken a strict and careful survey of the slave topsail schooner (name unknown), and find as follows:—

We find her to be a large topsail schooner inside the bar of the Gallinas river, with no crew, papers, or colours on board. In the hold were found seventeen large water-leaguers, a quantity of wooden spoons, and four large boilers; a quantity of mess-tins, &c.; planks for laying a slave-deck; necessary tubs for slaves, a large quantity of fire-wood, rice, calavances, fish, and the usual slave provisions. The hatches were large, and there was iron-bar for gratings on board.

The vessel being inside the bar, and a very heavy surf setting in, and being unable to procure a pilot, we represented to you that there would be great danger and risk of life in attempting to bring her out, when we received instructions from you to destroy her, which we carried out.

The measurement of the vessel is as follows, viz.:—From knight-head to taffrail, 95 feet 11 inches; breadth of beam taken over upper-deck abreast of foremast, 26 feet 2 inches; depth of hold, taken from main-hatchway, 9 feet 10 inches.

I have, &c.
(Signed) W. MARTIN.

No. 81.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," at St. Thomas, June* 10, 1861.

I HAVE the honour to report, for the information of my Lords Commissioners of the Admiralty, that, while at anchor off St. Thomas' yesterday, in Her Majesty's ship under my command, a vessel hove in sight to the westward of the island.

As it was nearly a calm, I dispatched the barge and two cutters to board her, for the purpose of ascertaining her nationality, when she proved to be the brigantine "*African*," of New York, under American colours, a vessel which I had heard was expected on the coast to ship slaves. She was in company with the "Arrogant" at Fernando Po on the 22nd ultimo.

From the nature of her cargo (rum, sugar, and cigars), and suspicious movements, I have little doubt but that she is on the coast for the purpose of shipping slaves.

The captain at first refused to show his register, but after some little delay did so; and on the boarding officers leaving, had no complaint to make.

I have, &c.
(Signed) W. EDMONSTONE.

No. 82.

Commodore Edmonstone to the Secretary to the Admiralty.

(Extract.) *"Arrogant," at Ascension, July* 4, 1861.

I AM happy to say that the squadron have recently been successful in making captures. The "Falcon," on the 19th of May last, fell in with, in latitude 3° 55′ south, longitude 14° 41′ west, and captured, the brig "*Flight*," of Boston, under no colours, having on board 539 slaves.

The "Wrangler," on the 23rd of the same month, took the "*Ardennes*," with 493 slaves; and I have also received intelligence that the "Prometheus" had captured and destroyed a Spanish slaver (empty) called the "*Jacinta*," but have no particulars as to date, &c.

The vessel captured by the "Torch" (No. 3) up the Pongas has already been brought to your notice.

The following vessels have been captured by the American squadron: "*Nightingale*," off Loango, by the "Saratoga," with 960 slaves on board; and the "*Triton*," by the "Constellation," empty.

It is with regret that I have to report that the squadron has been generally unhealthy, in consequence of an extremely early rainy season; but at present I believe they are not more than usually sickly.

Her Majesty's ship under my command has suffered rather severely, which I attribute chiefly to the river operations in which the men have been engaged. About ten days after our return from Porto Novo, several fever cases appeared on

board, when I put to sea, and cruized over 100 miles off the land; but still the disease gained ground, proving fatal in several cases. Immediately on my arrival at this island I sent all the men (who were by that time convalescent) to hospital, and am happy to say they have nearly recovered, and will shortly be able to rejoin the ship.

No. 83.

Commander Smith to Commodore Edmonstone.

Sir, "*Torch*," *Sierra Leone, July* 13, 1861.

I HAVE the honour to report to you that on the 3rd instant I captured at anchor, in latitude 10° 29′ 40″ north, longitude 14° 54′ 30″ west, about thirteen miles off the River Nunez, a slave topsail schooner with a crew of eleven men and four passengers, name supposed to be the "*Diana*."

This vessel at first hoisted Spanish colours, but afterwards the master admitted he was not entitled to the protection of the Spanish flag or that of any other nation.

This vessel was partially fitted for the Slave Trade, and intended to have shipped the slaves from the Rio Nunez, and was capable of carrying about 300 slaves.

I have, &c.
(Signed) T. H. SMITH.

No. 84.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *Little Popoe, July* 2, 1861.

RUNNING through the anchorage of Little Popoe this evening after dusk, I found two vessels at anchor; on boarding one of them proved to be the United States' brig "African" of New York.

I asked to see his colours and register; after some remarks as to my having seen them before, they were produced.

In answer to other questions the master stated that he was taking in palm oil, as he had not been able to do anything at St Thomas. The Spaniards I saw on board were two friends of his; he had given them a passage to Fernando Po, but being unable to get employment. he intended to give them a passage back; one was a baker, and the other a carpenter. He had been at anchor five days. From information received, I believe he was taking in water and not oil; that the passengers were part of the Spanish crew; he was trading with the Portuguese house of Pedro Pinto and Co.

I have not the slightest doubt but what this vessel intends to ship slaves, most likely from some part of the Bights; till then, owing to the protection offered by the flag, his is perfectly safe from capture.

On my leaving the vessel the master did not wish any notification to be made in his log-book of my visit.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 85.

Commander Bedingfeld to the Secretary to the Admiralty.

Sir, "*Prometheus*," *Cabenda Bay, May* 28, 1861.

I HAVE the honour to inform you that having received information that a Spanish schooner was at anchor off Londano equipped for the Slave Trade, but had been prevented shipping in consequence of having sprung a leak, I steamed in at daylight of the 27th and found at anchor there the topsail schooner "*Jacinta*," of about 193 tons. Her master had gone up to Punta da Lenha to arrange about getting his vessel repaired, and the crew, provisions, and sails had been landed, her

topmast and yards got on deck. She had no papers or flag. Twelve large leaguers of water were on board, slave-coppers, grated hatchways, mess-tubs, buckets, and spoons used by slaves, and her slave-deck partly fitted.

A Señor Rodriguez (Spaniard), owner of a factory on shore, came on board and informed me she had been left in his charge by the Spanish captain, and that she had no papers of any kind, and he admitted that she came out for a cargo of slaves. I ascertained from a seaman left on board that the schooner's name was "*Jacinta,*" that she belonged to Barcelona, and had cleared for her present trip from Gibraltar.

Having taken possession of her, I caused a careful survey to be taken of her state by the first lieutenant, boatswain, and carpenter, who declared in their report she was quite unseaworthy. I therefore had her carefully measured by the same officers, and having taken out some of her spars for the use of Her Majesty's ship under my command, I towed her out to sea some distance from the land and destroyed her by fire.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

No. 86.

Commander Raby to the Secretary to the Admiralty.

Sir, "*Alecto,*" *St. Paul de Loanda, July* 13, 1861.

I HAVE the honour to report the capture of a brigantine, without colours or papers, name and nation unknown, fully equipped for the Slave Trade, in latitude 8° 40′ south, and longitude 13° 11′ east, on the 11th instant.

I am happy to say that I was enabled to capture this vessel through information given me by Captain Alfred Taylor, of the United States' ship "Saratoga." I sent her to St. Helena under the charge of Lieutenant S. E. Stokes, for adjudication, on the following day.

I have, &c.
(Signed) HENRY J. RABY.

No. 87.

Commander Wratislaw to the Secretary to the Admiralty.

Sir, "*Ranger,*" *Little Popoe, July* 7, 1861.

I HAVE the honour to report that I this day, accompanied by Mr. Cheyney, Assistant Paymaster, boarded the American brigantine "*African,*" at anchor off this place, in consequence of having received information that she was a slaver.

I examined the register of this vessel, and found it correct. The master had no complaint to make, nor did he wish any entry of the proceedings to be made in his log.

I have, &c.
(Signes) H. R. WRATISLAW.

No. 88.

Commander Wratislaw to the Secretary to the Admiralty.

Sir, "*Ranger,*" *at Sea, Lat.* 6° 1′ *N., Long.* 2° 4′ *E., July* 15, 1861.

I HAVE the honour to report that I caused the "*African*" brigantine, under American colours, to be boarded on the afternoon of the 14th by Lieutenant Dale, standing off the land, having two days previously received information that she was to have shipped 200 negroes between Little Popoe and Porto Seguro. No complaint was made of the visit.

I beg to inclose a copy of the boarding officers' report.

I have, &c.
(Signed) H. R. WRATISLAW.

Inclosure in No. 88.

Messrs. Dale and Cheyney to Commander Wratislaw.

Sir, "*Ranger*," *at Sea, Lat.* 5° 45′ *N., Long.* 1° 44′ *E., July* 14, 1861.

I HAVE the honour to report that, in obedience to your order, I this day, accompanied by Mr. G. I. Cheyney, Assistant Paymaster, boarded the American brigantine "*African*," of New York.

I examined the register of the vessel, which was apparently correct, and made a notation of my visit in the ship's log.

The master informed me that on the same afternoon he had parted with both cables whilst at anchor off Aghwey, and was standing off and on till the weather moderated sufficiently to enable him to recover them. He also stated that he had no complaint to make.

I have, &c.

Witness: (Signed) A. J. DALE, *Lieutenant.*

(Signed) G. J. J. CHEYNEY, *Assistant Paymaster.*

No. 89.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

(Extract.) "*Narcissus*," *Simon's Bay, September* 20, 1861.

I HAVE the honour to submit, for the information of the Lords Commissioners of the Admiralty, an extract of a letter from Commander Heneage, reporting the capture of the slave-brig "*Flight*," with 539 slaves on board.

Inclosure in No. 89.

Commander Heneage to Commodore Edmonstone.

(Extract.) "*Falcon*," *at Sea, Lat.* 4° 9′ *S., Long.* 15° 32′ *W., May* 20, 1861.

I HAVE the honour to report the capture, by Her Majesty's ship under my command, of the slave-brig "*Flight*," of Boston, with 539 slaves on board, in latitude 3° 35′ south, longitude 14° 41′ west, on the afternoon of yesterday, the 19th instant.

From information I have been enabled to procure, the "*Flight*" was fitted out last year by a Company in Havana, and proceeded thence to Machias, in the State of Maine, where she shipped her crew, and cleared out for the Island of St. Thomas, West Indies. She appears to have left Machias on the 13th of December last, but proceeded to St. Thomas in the Bights, arriving on the 4th of February. On the 7th or 8th she left for the Congo, entering that river about the 24th, and leaving, with 550 slaves on board, on the 9th instant, bound to Cuba.

The master and supercargo are stated to have been many years engaged in the Slave Trade. The latter, it is also acknowledged, has been unsuccessful in his ventures for the last five consecutive trips.

No. 90.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *at Ascension, July* 20, 1861.

I HAVE the honour to inclose, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of to-day's date to the Commander-in-chief on this station, reporting the proceedings of the "Arrogant" and the African squadron, and trust the same will meet with the approval of their Lordships.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 90.

Commodore Edmonstone to Rear-Admiral Sir B. Walker

(Extract.) "*Arrogant*," *at Ascension, July* 20, 1861.

IN continuation of my letter of the 4th of January last addressed to Admiral Keppel, reporting the proceedings of the "Arrogant" and the African squadron, I have now the honour to acquaint you with their further proceedings, of which information has been received since that date.

Little or no intelligence of the movements of our cruizers on the South Coast having reached me until very recently, is the cause of this report extending over so long a period; the proceedings, however, up the Gambia and Porto Novo, as well as that of Her Majesty's ship under my command, have from time to time been furnished.

North Division.

Her Majesty's steam-sloop "Torch," Commander F. H. Smith, has performed the duties of Senior Officer except the short time that Commander Fitzroy was in charge of the division.

I am happy to say that this vessel, on the 15th November last, while on her passage from the South Coast (latitude 6° 48′ 54″ south, longitude 10° 57′ 15″ east) captured a cutter, name and nation unknown, in all respects fitted for the Slave Trade; the particulars were transmitted for your information at the time.

On the "Torch's" return to Sierra Leone, hearing that a vessel had attempted to leave the Pongas with slaves, and that she had subsequently gone on shore and landed her cargo, Commander Smith paid that river a visit on the 18th of January, and succeeded in discovering the vessel, which he caused to be burned, making the second prize the "Torch" has captured.

Having completed his vessel with coal at Goree, Commander Smith paid the Pongas a second visit with the view of procuring information respecting the Slave Trade carried on from thence.

On the 19th April the "Torch" captured a slaver up the Bramiah river, without name or nationality, making the third vessel she has taken since her arrival on the coast.

Commander Smith informs me that he has received intelligence that Mr. Faber has succeeded in shipping a cargo of slaves from either the Pongas, Debrecko, or Bramiah since his last visit, and that after the departure of the homeward mail on the 13th of May he intends proceeding to the Pongas for the purpose of inquiring into the matter, and will then visit Cape Palmas in accordance with instructions received from me.

Commander Heneage succeeded to the command of Her Majesty's steam-sloop "Falcon" on the decease of Commander Fitz Roy on the 10th of January last.

In consequence of information received from his Excellency Colonel Hill, Commander Fitz Roy despatched the "Falcon's" pinnace and cutter to the Pongas on the 9th of January, for the purpose of looking after a vessel supposed to be slaving in that river. This is the same one that was subsequently captured and destroyed by the "Torch," as already reported.

The "Falcon" then cruized, for the suppression of the Slave Trade, between Cape St. Ann and St. Palmas, until the 11th of February, when she proceeded to the Gambia, and took part in the operations against King Baddiboo.

The coal store at Sierra Leone exists as formerly, but I expect to find "Isis" at Ascension on my arrival, when I intend despatching her without delay to her destination. The establishment of a floating coal-depôt at Sierra Leone will be of very great advantage to the cruizers on the West Coast, and I am fully convinced a saving to the Crown for the loss experienced in landing and reshipping the coal must have been considerable, to say nothing of the hire of boats and Kroomen, as well as demurrage.

Slave Trade.—The two captures made by "Torch," and the vessel (Mr. Faber's) supposed to have got off with a cargo, are the only cases that have come under my notice of actual slaving in this division. Had there been other shipments, I feel assured it would have been known, as the authorities at Sierra Leone, as well as our cruizers, take every possible means of gaining information on the subject, and which is more easily procured and reliable than on any other part of the station. Still I have no doubt that it is carried on as often as opportunities offer; but the slave being so much in requisition for domestic purposes in the North Coast, I do not think that any considerable number could be collected at a short notice, as at Cabenda and other places to the southward: and as I have already stated, that, thanks to our missionaries and other sources, trustworthy information of the movements of those connected in the traffic is freely given, a great check is consequently placed on the shipment of slaves. The Sherbro no doubt supplies a great number of human beings for the market, but frequent captures in canoes take place off Kent, as they are being conveyed to the Pongas and its neighbourhood, where the barracoons are principally situated.

Now that we have Bendoo, and every prospect of establishing a timber trade in that river, necessarily requiring the employment of a great amount of native labour, it must, to a certain extent, check these supplies, and I trust in time it will be the means of freeing this part of the coast from the bane of slavery.

I think the fact of vessels mentioned in the suspected list being so rarely met with on this part of the station is a sufficient proof of the non-existence of the Slave Trade to any extent.

Health.—Although the rainy season has set in early, I do not think, on the whole, the cruizers stationed in this Division have been so sickly as might have been expected from the exposure the crews have undergone, both up the Gambia and other places where the services of the "Torch" and "Falcon" have been absolutely necessary.

Bights Division.

Her Majesty's steam-sloop "Alecto," Commander Henry James Raby, V.C., has performed the duties of Senior Officer since the date of my last report.

I have much pleasure in bringing to your notice my entire satisfaction at the very able and zealous manner this officer has carried out my orders and conducted the many important duties that have devolved upon him as senior officer of the Bights Division, consequent upon the unsettled state of that part of the coast.

During the months of October and November last, the old alarm of Kosoko's coming had taken possession of the people of Lagos, the particulars of which will be found in the Acting Consul's letter of the 3rd of November, of which Inclosure No. 3 is a copy. Then, again, Dahomey's threatened attack upon Abbeokuta at the end of last year, and which I believe was not without some foundation, added very much to the general panic.

These frequent alarms are most injurious to trade and British interests on this part of the coast, and should, if possible, be provided against: the recent destruction of Porto Novo will, I trust, tend greatly to secure peace, at least for some time, besides being a great blow to the Slave Trade in the Bights.

Commander Raby afforded every assistance to Lagos by providing ammunition and rockets, besides laying off the bar in the "Alecto" for nine days, when, finding that things remained quiet and confidence was once more established, he proceeded to sea.

During the time I have been on this station, a little more than eighteen months, Lagos has had two Consuls, both of whom have died, and Mr. Campbell, the one previous to them, died shortly before my arrival, making three of Her Majesty's Representatives who have died within a period of two years; it is these unfortunate changes that disturb the peace of Lagos, by giving Dahomey and Kosoko opportunities of making threats of attacking Lagos and Abbeokuta, which I feel certain would less likely take place were it not for this unavoidable circumstance.

The death of Consul Foote is a very severe loss indeed to this part of Africa: had he been spared I believe that, in a short time, affairs would have been placed on a satisfactory footing at Lagos.

Commander Raby informs me that King Docemo has commenced building a mud fort so as to command the passage from Epé; when it is finished it will be a great protection to Lagos from any attacks that Kosoko can make, and has long since been recommended, but only recently taken in hand.

The proceedings at Porto Novo, in which Commander Raby and a portion of his men took part, were brought to your notice in my letter of the 10th of May last.

Her Majesty's steam-sloop "Ranger," Commander H. R. Wratislaw, cruized in the neighbourhood of

Whydah between the 12th of October and 22nd of December, 1860. Commander Wratislaw then visited Ambaz Bay with Mr. Mann, Botanist, and was afterwards employed until the 30th of January, 1861, in visiting the various rivers, &c., having on board Her Majesty's Acting Consul (Mr. Laughland) and assisted him in settling certain disputes, and putting down irregularities in the Cameroons, Malimba, Balanga, and the Old Calabar rivers, for which services Commander Wratislaw has received the approval of Lord John Russell.

The "Alecto" having been ordered by me to Ascension for the purpose of refitting, &c., Commander Wratislaw performed the duties of Senior Officer between the 4th February and 7th March, and afterwards took up her old cruizing-ground off Whydah.

During the recent operations against Porto Novo, the "Ranger" was at anchor off Badagry (sea-bound) with the view of rendering any assistance to the expedition that might be necessary, and was subsequently placed by me at the disposal of his Excellency the Governor of the Gold Coast; she was at anchor off Lagos on the 21st of May.

Her Majesty's steam-vessel "Espoir," Commander Sholto Douglas, cruized off Whydah and its neighbourhood until the 24th of February, when she left the Coast for Ascension with Admiral Keppel's despatches, and on her return again took up her station off Whydah.

This vessel was next employed to watch the seaboard of Porto Novo during the recent operations against that town, and despatched a cutter fitted as a rocket-boat to assist in its destruction.

Commander Douglas's services up the Brass reflect much credit on that officer for his firm and judicious manner in dealing not only with the natives, but also European traders in that river. I have selected the "Espoir" to escort the Niger Expedition this year.

Her Majesty's steam-vessel "Bloodhound," Lieutenant Francis M. Bennett commanding, on joining the Bights Division was entrusted with the escort of the Niger Expedition, which duty Lieutenant Bennett conducted in a very efficient manner, and I beg to attach a copy of that officer's report to me, with its inclosures, for your information, having already forwarded a copy to the Secretary of the Admiralty.

Although this vessel was only eleven days up the river, I regret to say her crew suffered considerably from fever, having out of her small complement of Europeans so many as thirty-eight on the sick-list, all of whom, however, soon recovered after the "Bloodhound's" arrival at Aghwey, where the air is more pure than in any other part of the Bights, and fresh provisions easily procured.

Lieutenant Bennett was then engaged with his Excellency the Governor of the Gold Coast until the 4th of January, when he resumed his cruizing-ground between Aghwey and Cape St. Paul's until the middle of April, and joined me at Lagos on the 16th of that month.

As the "Bloodhound's" presence at Porto Novo would undoubtedly have had a very good and wholesome effect on the native mind, who fancy that the "Brune" is the only vessel that can go up the Lagoons, I caused every exertion to be made to get her up by removing stores, &c., but all to no purpose; she was, therefore, unable to take part in the destruction of that town, and remained on shore about ten days.

This vessel, in conjunction with the "Espoir," was next dispatched to the Brass, when Commander Douglas crossed the bar in her, and succeeded in settling affairs satisfactorily up that river.

The "Bloodhound" then cruized off Whydah until the 20th of June, when she put into Lagos for my despatches, with which she joined me at Ascension on the 6th of the following month. Lieutenant Bennett being compelled to go to hospital, this vessel was in command of Lieutenant Hand between the 26th of January and the 12th of March last.

Her Majesty's steam-vessel "Brune," tender, Lieutenant Charles R. Forrest commanding, has been more actively employed the last few months, as will be seen on reference to Inclosure No. 2.

The "Brune," when attempting to get up to Badagry, a distance of about thirty miles up the river, grounded twice, and on her way back to Lagos once, when she remained on shore about ten days. Lieutenant Stokes, of the "Alecto," commanded this vessel until relieved by Lieutenant Forrest on the 21st of February last.

This part of the coast has been generally unsettled since my last report by frequent wars amongst the various native Chiefs, although Cape Coast Castle, Accra, and Quitta appeared to be quiet at my recent visit. I have not heard of any slaving being carried on at the latter place, still I think more than probable it is; but a great check must necessarily be placed on Quitta from the fact of our cruizers putting in there from time to time for stock.

I trust no resistance will be offered to the Niger expedition this year, and have made every arrangement for a cruizer ("Espoir") being there in proper time to escort the late Mr. Macgregor Laird's vessels.

From all the information I can gather on the subject, I think the principal enmity borne to this expedition is by the European traders in the Brass, who, in the event of a footing being established in the Niger by Mr. Walker, will have greater difficulty to contend with in getting in their oil, as the natives by trading actually up the Niger will be saved the trouble of bringing the oil, &c., down to the Brass, and the rivers in the neighbourhood, which is the way they do at present. Commander Douglas reports to me that he had great trouble, and met with no assistance whatever from the merchants in the Brass on his first visit to the river.

I have had no complaints from the traders either in the Bonny or Cameroons, and now that the comey question is settled in the Old Calabar river I hope things will go on satisfactorily. No successor to the late King, Eyo Honesty II, of Creek Town, has yet been elected.

The want of a person wholly unconnected with trade as Consul for Fernando Po and the rivers in the Bight of Biafra is greatly felt, and with a gun-boat attached to the division for his disposal when necessary, I feel confident we should have little or no trouble in protecting our interests, improving the trade, and keeping peace in those rivers, from which the bulk of palm oil on the coast is derived.

Slave Trade is without doubt carried on to a serious extent along the coast to the windward of Lagos, up so far as Quitta; but no intelligence of shipments having taken place since my last report on the subject, 24th March, has come to my knowledge. Whydah, Great and Little Popoe, Jackin, and D'Elmina are the places chiefly watched by our cruizers.

The destruction of Porto Novo, the long-established and well-known resort of the slave-dealer, will, I confidently expect, be long felt as a severe blow to the nefarious Traffic in the Bights.

The want of an American man-of-war to exercise the right of search on this part of the coast is greatly required. I have already once before represented this to Flag-Officer Inman, who quite agreed with me, and sent the "Sumpter" on that duty; but she has long since gone back to her former cruizing-ground. I intend taking an early opportunity of again alluding to this subject with the Flag-Officer on my next visit to the South Coast.

The vessels employed in the Bights have more or less all suffered from fever during the last six months, which I mainly attribute to the river operations in which they have been engaged; still, I think that the rains have set in unusually early this year, making the coast unhealthy. The "Alecto" having been on this part of the station since May 1860, I have ordered her to the South Coast, and taken every opportunity of giving the cruizers, in their turn, a trip to Ascension.

Before passing on to the South Coast, I beg respectfully to bring under your notice the great saving of life that would in all probability result by the establishment of a life-boat at Lagos; and have no doubt that the European residents, if consulted, would be only too glad to render every assistance in their power in promoting so desirable an object. A suitable shed might easily be erected on the beach close to the bar, and the boat could be manned by Kroomen trained for the purpose, who, I think, would be far preferable to any other class of Africans.

South Division.

Her Majesty's ship "Archer," Captain F. A. B. Craufurd, Senior Officer, visited the French Settlement at Gaboon on the 26th November last for the purpose of procuring information respecting the state of the Slave Trade at Cape Lopez, when Captain Craufurd informs me that he was very cordially received by Commodore Bossé, who placed the stores in the depôt at his disposal, including coal, of which there were 5,000 tons.

On the "Archer's" visiting Kinsembo trade was found very brisk, but consisting chiefly in ivory, and Captain Craufurd informs me that the Portuguese had burnt the village of Kinsembo, which is situated some four or five miles inland, by way of punishing the natives for some outrages committed by them.

I am glad to hear that a palm-oil trade has sprung up at Londano, and trust it may continue to increase.

The American schooner "*Mariquita*" is reported to have completed her cargo at this place.

Matters at Loango, however, I regret to say, were not so satisfactory as could have been wished when the "Archer" put in there in December last. The natives had been troublesome, and trade in malachite, which is generally considerable, was greatly diminished, but that in palm-oil had increased. Captain Craufurd informs me that he visited the French Emigration Depôt at this place, and was very courteously received.

In consequence of the destruction of the "Lune," a small schooner belonging to a Mr. Huff, a British subject trading in the Congo, and the robbery of her cargo by some of the natives in that river, also the frequent depredations committed on boats passing up and down, the "Archer" was for thirty-five days employed in the Congo (*vide* Inclosure No. 2) for the purpose of protecting British interests, and endeavouring to re-establish security for our traders in the river.

It is reported that had Mr. Huff not left the "Lune," no attempt would have been made to commit this outrage.

After a good deal of trouble and delay, I am happy to say that peace has once more been established in the Congo, and boats can now go up and down from Punta da Lenha to the mouth of the river without the danger of being molested. The terms are, that the traders should pay a certain custom or duty to the Congo Chiefs, who on their part promise protection and safe-conduct to the launches, &c., trading in the river.

I am fully satisfied with the zeal and energy displayed by Captain Craufurd in protecting our interests up the Congo, and think that under the circumstances he was justified in remaining so long in the river; but as no hostile measures were requisite, or, in fact, at all practicable from the nature of its banks, I do not see the necessity for detaining four vessels so long up the Congo, when two at the most would have been a force sufficient, in my opinion, to keep up by their presence our moral influence with the natives.

As at Punta da Lenha there are two English factories (Messrs. T. Tobin and Son, and Hatton and Cookson), a Dutch, an American, an Italian, and several Portuguese factories, which latter are mostly engaged in the Slave Trade, the legal and illegal trade is necessarily very much intermixed: the Senior Officer of the South Division has therefore a very difficult duty to perform in looking after British interests in the Congo; for while he is enjoined to afford every protection to the legal trader, he must not do anything to encourage or protect the illegal trade, and they go so much hand in hand that it is almost impossible to separate them.

On my approaching visit to the Congo, I purpose communicating with the English traders at Punta da Lenha, with the view of impressing upon them the advisability of removing to Sharks' Point, and thereby separating themselves from those who are well known to be engaged in the Slave Trade; should this be effected, they will at all times be in a position to command the protection of our cruizers, one of which is invariably stationed off the Congo. The Dutch factory, I hear, has already shifted down to Banana Creek, on the north bank of the river.

Fever having broken out severely on board the "Archer," consequent upon the river operations in which that vessel had been engaged, Captain Craufurd proceeded to Elephant Bay, thinking by getting into a cooler latitude to get rid of the disease, but, I am sorry to say, without success; when, on the Doctor's representation, the "Archer" left on the 17th of March for St. Helena, at which port she landed her sick, and remained until the 25th of May, when she left for Ascension to await my arrival, Captain Craufurd not thinking himself justified in returning to the South Coast, although his men had nearly all recovered.

Her Majesty's steam-sloop "Prometheus," Commander Norman B. Bedingfeld, during the period of this Report has been employed principally up the Congo, protecting British interests and property. Commander Bedingfeld has, by his knowledge and experience of the native character, greatly assisted Captain Craufurd in effecting a settlement of affairs in that river; for, being personally known to the Congo Chiefs as the Lieutenant-Commander of the "Pluto" in 1854, when the Treaty was drawn up, they felt greater respect for him than they would have done for a stranger.

I received news by the mail from St. Helena that the "Prometheus" had captured and destroyed the "*Jacinto*," supposed to have flown Spanish colours.

I am thankful to say this vessel has not suffered from her long stay up the Congo, and on leaving Elephant Bay proceeded to Fernando Po to replace the copper which she had lost last year up the River Sherbro, with the assistance of the diving apparatus belonging to the Spanish authorities, since which date I have received no intelligence of her proceedings.

Her Majesty's steam-sloop "Wrangler," Commander H. H. Beamish, has been a part of the time employed in conveying the mail to and from Fernando Po, and was afterwards stationed in the Congo for the purpose of protecting British interests.

On the "Archer's" arrival at Ascension from St. Helena, I was glad to learn that this vessel had been successful in capturing the "*Ardennes*," mentioned on the Suspected List, on the 23rd of May last, with 493 slaves on board.

The "Wrangler's" crew, I am sorry to say, has suffered considerably from fever, in consequence, I presume, of her stay up the Congo.

Her Majesty's steam-vessel "Sharpshooter," Lieutenant Charles Gibbons commanding, cruized for the suppression of the Slave Trade in the neighbourhood of the Congo, until the commencement of January, occasionally visiting Punta da Lenha, when, in consequence of his crew suffering from fever, Lieutenant Gibbons proceeded so far south as Little Fish Bay and Benguella, on his way back to St. Paul de Loanda.

Lieutenant Gibbons reports that while in the Congo he was informed by the English merchants that a considerable palm-oil trade had sprung up at Punta da Lenha, and that 1,000 tons of oil had been shipped during

the previous eighteen months. Should this be correct, and the trade continue, it will be the greatest blow that can be inflicted on the Slave Trade in the Congo; but I very much doubt that a palm-oil trade has really been established at Punta da Lenha.

On the "Sharpshooter's" return from the southward, she took up a cruizing-ground between Point Padron and Fonda Bay, and was afterwards employed protecting British interests in the Congo until the 22nd of March.

Slave Trade is at present carried on almost entirely under the American ensign, and the following vessels, all under its protection, have been met with by our cruizers:—

"*Rufus*," barque; "*Brutus*," ship; fitted as whalers,—off the Congo: "*Nightingale*," ship; "*Nancy*," brig; "*Virginian*," schooner; "*Ardennes*," barque; "*Alexina*," barque; "*Fairy*," brig; and "*John Bell*," schooner,—at Punta da Lenha: of which, the "*Rufus*" is reported to have shipped in the neighbourhood of Elephant Bay, and got off. The "*Nightingale*," I am happy to say, was captured by the United States' ship "Saratoga" at Cabenda, the well-known shipping-place, with 900 slaves on board, and 600 remaining on the beach to be shipped.

The "*Virginian*" is said to have got away with a cargo.

The "*Ardennes*" was captured by the "Wrangler" on the 23rd of last May with 493 slaves; and the "*Fairy*," not "*Flight*," is supposed to be the vessel captured by the "Falcon" near Ascension with 560 on board.

The Congo is, without doubt, the centre of the Slave Trade in this part of the coast, as is only too well shown by the presence of so many notorious slave-vessels in the river. They go up as far as Punta da Lenha for the purpose of refitting, and to make their arrangements with the slave-dealers, and then proceed to sea until the time for shipping has arrived, when they make the land again.

Slaves are generally shipped at Black Point, Cabenda, and Londano, to the northward of the Congo, and at Mangue Grande and the coast between Muella and Juma Bay to the southward; also sometimes in the River Congo itself. Although these are the usual places of shipment, still slaves are driven to any intermediate spot with astonishing rapidity, and shipped in a very short space of time if a convenient opportunity offers.

The value of the slave being only twenty-five dollars on this part of the station, while it is eighty dollars in the Bights, is no doubt the reason why slave-vessels generally come to the South Coast; besides which, I think that the principle of the trade is better understood here than in the Bights, slaves more numerous and easily procured, and the coast itself better adapted for shipping.

Although Commander Bedingfeld reports that the Slave Trade is revived to the southward of Benguela, and that shipments have actually taken place at Cape St. Martha, I do not think myself that this illegal trade is carried on to any extent to the southward of St. Paul de Loanda, as suspicious vessels are rarely ever met with, and the difficulty of driving slaves along that part of the coast is very considerable; still I believe that one or two shipments may possibly have taken place in vessels fitted ostensibly as whalers, but not in any great number. I myself have seen one at Little Fish Bay, which I afterwards learnt had got off with a small cargo.

No doubt the presence of so many of our cruizers in the Congo during the months of February, March, and April, has greatly hampered the movements of the slave-dealers in that river, and consequently I conclude the trade has not been so successfully carried on as they could wish, or to the same extent as usual.

A great deal of domestic slavery goes on as usual at St. Paul de Loanda, and I did hear that sometimes slaves are even sent to the northward in small quantities, in the Cabenda boats that are constantly going up and down the coast.

I also learnt that slaves are sent from Cape Lopez to the Island of Princes and St. Thomas, and think it is not only very probable, but a safe mode of carrying on that inhuman traffic, if properly managed. The Governor of the latter place positively denies that slaves are ever landed at St. Thomas, although, as he says, they might be at Princes.

The "Prometheus," I am happy to say, captured and destroyed the "*Jacinto*," supposed to have flown Spanish colours.

The French emigration still goes on, but, in consequence of the want of sufficient transport, is very slow. The establishments of M. Regis are stationed, one in the Congo, and the other at Loango, and have been visited by our cruizers.

As vessels engaged in the Slave Trade almost invariably fly the American flag, and our cruizers are prohibited from in any way interfering with them, of course we are to a very serious extent powerless in putting a check to the Slave Trade, it being only when our cruizers are fortunate enough, as in the case of "Wrangler" and "Falcon," to meet with vessels having slaves actually on board, and denationalized, that they can venture to take them, and the same rule with regard to detention, I am sorry to say, applies also to the United States' cruizers. If they were borne out in detaining vessels having on board the usual slave-fittings, this nefarious trade would soon be stopped, and, as a natural consequence, legal commerce finally established in Africa.

I omitted to mention above that the "Constellation" detained the American vessel "*Triton*" for being fitted with the usual slave appliances, and sent her across for condemnation; it remains to be shown how far Captain Nicholas will be borne out. I very much fear the vessel will be released, as in the case of the "*Virginian*" (the same one mentioned in this Report), and others that were detained by the "Portsmouth" under similar circumstances. It is a very great pity, for I believe the American squadron are really in earnest about putting a stop to the Slave Trade under their flag.

I am sorry to say that the cruizers in this Division have suffered considerably from fever, brought on, no doubt, by their long stay up the Congo, and a more than usually rainy and, of course, sickly season for this part of the coast. I hear that there have been cases of yellow fever so far south as Little Fish Bay.

The proceedings of Her Majesty's ship under my command up to the affair of Porto Novo have already been brought to your notice. The "Arrogant" left Lagos for a cruize at sea, in consequence of having fever on board, on the 10th of May, and put into Fernando Po on the 19th, when having completed with coal I sailed for Princes' on the 28th, and for St. Thomas' on the 1st of June, at which island I thought it advisable to remain ten days to recruit the health of my ship's company, who had suffered severely from fever, which, I regret to say, proved fatal in seven cases.

I arrived at Ascension in the "Arrogant" on the 20th of June, and sailed to-day for my inspection of the South Coast. Should nothing unforeseen detain me, I purpose leaving Loanda for St. Helena about the middle of November next, and will then proceed to Ascension and the North Coast.

Inclosure 2 in No. 90.

Return of the Movements of the West Coast of Africa Squadron.

NORTH DIVISION.

Ship.	Arrived. Date.	Arrived. Where.	Sailed. Date.	Sailed. Whither.	On what Service employed and to what time.	Remarks.
Her Majesty's steam-sloop "Torch" Commander F. H. Smith, Senior Officer	1860 Nov. 7	St. Paul de Loanda	1860 Nov. 14	Sierra Leone	To relieve "Prometheus," temporarily in charge of the North Division	Captured a slaver, name and nation unknown, on November 15, 1860.
	,, 20	Fernando Po	,, 21	Lagos	Completed with coal, and delivered Commodore's despatches to Acting Consul	The United States' sloop "San Jacinto" was at anchor.
	,, 24	Lagos	,, 24	Cape Coast Castle	For the purpose of communicating with Senior Officer of Bights Division, and delivering Commodore's despatches.	
	,, 26	Cape Coast Castle	,, 27	Sierra Leone	For the purpose of communicating with his Excellency the Governor of the Gold Coast, and delivering Commodore's despatches.	
	Dec. 5	Sierra Leone	Dec. 13	Monrovia	On the 6th December, 1860, took charge of the North Division temporarily, and received the records from "Prometheus."	
	,, 16	Monrovia	,, 17	Solyma	For the purpose of delivering two schooners belonging to a Mr. Harris, British subject, which had been detained by the Liberian Government.	
	,, 18	Solyma	,, 19	Sierra Leone...	To meet the homeward-bound mail.	
	,, 21	Sierra Leone	,, 24	... ...	To cruize betwwen Cape Palmas and Sierra Leone	
	1861 Jan. 13	Sierra Leone	1861 Jan. 17	Rio Pongas	To destroy a slave-vessel that had been seen up the river by "Falcon"	Found the "Falcon," Senior Officer's ship, at anchor, and gave up charge of the Division.
	,, 18	Rio Pongas	,, 23	Sierra Leone	Sent boats up the river, and succeeded in capturing a slave-vessel, which was burnt, being on shore and unseaworthy	Found, on arrival at Sierra Leone, the "Falcon" and "Buffalo," and received intelligence of the death of Commander Fitz Roy. Took charge of the North Division as Senior Officer, which was afterwards confirmed by Commodore.
	,, 24	Sierra Leone	,, 29	Bathurst, River Gambia ...	To take part in an expedition against King Baddiboo.	The "Torch" proceeded up the river on the 22nd January, and had an interview with the King.
	Feb. 2	Bathurst, River Gambia ...	Mar. 6	Rio Pongas	To ascertain the state of the Slave Trade in the river, &c., as directed by Admiralty letter of December 18, 1860.	
	Mar. 17	Rio Pongas	,, 22	River Gambia	To obtain the first instalment of the fine inflicted on King Baddiboo	Put into Goree for coals.
	,, 27	Bathurst, River Gambia ...	,, 28	Suwarra Cunda Creek, River Gambia		Between February 2 and March 6, 1861, the "Torch" took part in the operations up the Gambia, against the King of Baddiboo.
	Apr. 11	Sierra Leone	Apr. 12	River Bramiah		Found Her Majesty's ship "Philomel" arrived from England.
	,, 13	River Bramiah	,, 19	Sierra Leone	In consequence of information that a slaver was up the river	
	,, 19	Sierra Leone	,, 24	Bendoo, River Sherbro ...	Captured a slave-vessel, empty; no name or nationality.	The "Falcon" at anchor; also French Commodore.
	,, 26	Bendoo, River Sherbro ...	May 3	Banana Islands	To obtain the signatures of the Sherbro Chiefs to a formal deed of cession of the Bendoo territory to the British Government	
	May 3	Banana Islands	,, 11	Sierra Leone	... ...	
	,, 11	Sierra Leone...	...	... ...	To meet the mail from England	In consequence of fever having broken out on board "Torch."
	1860		1860		... ...	The French store-ship "Recherche" was at anchor, bound to the Gambia.
Her Majesty's steam-sloop "Falcon," Commander Arthur G. Fitz Roy	Dec. 17	Sierra Leone	Dec. 24	Isles de Los	Refitting ship	Was at Sierra Leone on May 13, 1861.
	,, 27	Isles de Los	1861 Jan. 3	Rio Pongas	For the purpose of procuring information.	Took charge of North Division as Senior Officer on the 21st of December, 1860, and received the records from "Torch."
	1861 Jan. 4	Rio Pongas	,, 6	Sierra Leone	To meet the mail from England.	
	,, 8	Sierra Leone	,, 13	Rio Pongas	In search of her boats	In consequence of information from Governor Hill dispatched the pinnace and cutter on the 9th January, to look for a barque reported to be shipping slaves up the Pongas.
	,, 14	Rio Pongas	,, 15	Sierra Leone	... ...	Having ascertained that her boats had returned to Sierra Leone.
	,, 15	Sierra Leone	,, 19	... ...	Cruizing for suppression of the Slave Trade, between Cape St. Ann and Cape Palmas.	
	Feb. 11	Sierra Leone	Feb. 13	River Gambia.		
	,, 18	River Gambia	Mar. 6	Sierra Leone	Conveying West Indian troops to Sierra Leone	Between February 18 and March 6, 1861, the "Falcon" took part in the operations up the Gambia against the King of Baddiboo.
	Mar. 10	Sierra Leone	Mar. 23	River Sherbro	To hoist the British flag at Jenkin's Town, Bendoo River, and survey the Bagroo	Mr. Mann, Botanist, took a passage in "Falcon" for the purpose of examining and reporting on the supplies of timber procurable from the forests in the neighbourhood of the Bagroo.
	,, 24	Jenkin's Town, River Sherbro	Apr. 10	Sierra Leone	To meet the mail from England.	
	Apr. 11	Sierra Leone	,, 15	Bathurst, River Gambia ...	Was to have sailed with West Indian troops.	

Return of the Movements of the West Coast of Africa Squadron—*continued.*

BIGHTS DIVISION.

Ship.	Arrived. Date.	Arrived. Where.	Sailed. Date.	Sailed. Whither.	On what Service employed, and to what time.	Remarks.
	1860		1860			
Her Majesty's steam-sloop "Alecto," Commander H. J. Raby, Senior Officer	Oct. 18	Accra	Oct. 22	Cape Coast Castle	With the Governor of the Gold Coast and Major Cockrane, Gold Coast Artillery, on board	The "Alecto" then proceeded, with his Excellency on board, to Dixcove Annamaboe, and Winnebah, returning to Accra on the 28th of October.
	„ 28	Accra	„ 29	... ...	To cruize in the neighbourhood of Whydah, and communicate with Lagos, and then proceed to Fernando Po for coals.	
	...	... ...	Nov. 17	Fernando Po.		
	Nov. 20	Lagos	„ 29	... ...	Cruized for the suppression of the Slave Trade.	
	Dec. 3	Lagos	...	... ...	... ...	Finding the bar impassable, Commander Raby, after making inquiries on board the vessels at anchor, proceeded to windward to communicate with "Ranger," and cruize.
	„ 7	Lagos	Dec. 10	Accra and Cape Coast Castle	To convey the Governor to the latter place	On the 10th December Commander Raby visited King Docemo, of Lagos.
	„ 13	Cape Coast Castle	„ 14	Accra	With Governor Andrews on board	Boarded the American brigantine "John Bell;" papers correct.
	„ 15	Accra	„ 18	Lagos	To dispatch "Ranger" to Fernando Po for Mr. Mann, Botanist.	
	„ 21	Lagos	„ 22	Whydah	To communicate with "Ranger." The "Alecto" then cruized at sea until the 30th December, 1860	Mr. Foote, Her Majesty's Consul for Lagos, arrived by packet from England.
	„ 31	Lagos	1861 Jan. 3	Badagry	To visit Her Majesty's Consul	Found the United States' gun-boat "Sumpter."
	1861 Jan. 4	Badagry	...	... ...	Finding everything quiet cruized at sea.	
	„ 6	Accra	„ 7	... ...	Communicated with "Bloodhound"	To communicate with Governor Andrews.
	„ 11	Accra	„ 11	Cape Coast Castle	With the Governor of the Gold Coast.	
	„ 12	Cape Coast Castle	„ 21	Lagos.		
	„ 24	Lagos	„ 25	... ...	To communicate with "Bloodhound" The "Alecto" sailed from Quittah on the 28th January, 1861, for Ascension, to refit, &c., by Commodore's orders	Found "Espoir" to join the Bights.
	Feb. 6	Ascension	Feb. 20	Quittah.		
	Mar. 2	Quittah	...	... ...	The "Alecto" cruized until the 7th March, when she fell in with "Ranger," and then proceeded to Lagos.	
	„ 9	Lagos	Mar. 9	Fernando Po	To communicate with the Commander-in-chief at that island.	
	„ 11	Fernando Po	„ 15	Princes	Between the 11th and 14th in company with "Forte"	Found "Bloodhound" at anchor at Fernando Po.
	„ 17	Princes	„ 18	Lagos	... ...	The "Alecto" watered at Princes.
	„ 22	Lagos	„ 23	... ...	For a cruize to windward	On the 28th communicated with "Bloodhound;" and on the 30th communicated with "Ranger" and "Espoir" off Whydah, and started the next day for Lagos.
	Apr. 1	Lagos	Apr. 13	... ...	... ...	Proceeded to sea to communicate with "Bloodhound," having waited at Lagos until the 13th April, in the hope of meeting the Commodore.
	„ 14	Quittah	„ 15	Benin River	To effect the hire of the river steamer "Fideliter," for service with the expedition against Porto Novo.	
	„ 16	Benin River	„ 21	Lagos	With "Fideliter" in tow, having been detained four days, as her services could not be spared.	
	„ 22	Lagos	May 11	... ...	Cruized at sea until May 17, when she proceeded to Quittah	Between the 22nd and 28th April, the "Alecto's" ship's company, in her boats, took part in the operations against the King of Porto Novo, up Lagos lagoon.
	May 17	Quittah	„ 17	Lagos	To communicate with the "Ranger"	On the 17th May Mr. Foote, Her Majesty's Consul, died at Lagos.
	„ 20	Lagos	„ 21	Fernando Po	With the Commodore's mails.	
	„ 24	Fernando Po	„ 28	Old Calabar River	To settle a dispute in reference to the Comey question.	
	„ 29	Old Calabar River	June 2 1860	Fernando Po	To complete coal, &c.	
Her Majesty's steam-sloop "Ranger," Commander H. R. Wratislaw	Sept. 25	Fernando Po	Sept. 28	Cape Coast Castle	Conveying Commodore's despatches to the Governor of the Gold Coast.	
	Oct. 3	Cape Coast Castle	Oct. 5	Lagos	To communicate with Senior Officer.	
	„ 11	Lagos	„ 12	To cruize off Whydah ...	The "Ranger" cruized off Whydah between the 12th and 22nd of October.	
	„ 22	Whydah	„ 31	Ditto	The "Ranger" cruized off Whydah until the 30th November, 1860, visiting Accra on the 12th, and Lagos on the 21st of that month.	
	Dec. 2	Whydah	Dec. 6	Ditto	Between the 6th and 22nd December, with the exception of visiting Quittah on the 17th, the "Ranger" cruized off Whydah	Communicated with "Alecto" on the 3rd December.
	„ 22	Whydah	„ 24 1861	Fernando Po	To convey Mr. Maun, Botanist, to Ambaz Bay.	
	„ 31 1861	Fernando Po	Jan. 7	Ambaz Bay	With Mr. Mann on board.	
	Jan. 7	Ambaz Bay	„ 7	Cameroons River	With Her Majesty's Consul for Fernando Po on board (Mr. Laughland).	
	„ 8	King Bell's Town, Cameroons	„ 10	Malimba	To inquire into some robberies that had been committed, &c.	
	„ 11	Malimba	„ 13	Batanga.		
	„ 13	Batanga	„ 13	Old Calabar Rive	Conveying Her Majesty's Consul for Fernando Po up the rivers.	
	„ 16	Duke Town, Old Calabar River	„ 20	Fernando Po.		
	„ 20	Fernando Po	„ 20	Bonny River	To lay down new buoys in that river.	

Return of the Movements of the West Coast of Africa Squadron—*continued.*

Ship.	Arrived.		Sailed.		On what Service employed, and to what time.	Remarks.
	Date.	Where	Date.	Whither.		
	1861		1861			
Her Majesty's steam-sloop "Ranger," Commander H. R. Wratislaw	Jan. 21	Bonny River	Jan. 25	Fernando Po.		
	„ 25	Fernando Po	„ 30	Lagos	To complete with coal.	
	Feb. 2	Lagos	Feb. 11	Proceeded to windward		On the 4th February, 1861, took temporary charge of the Division, during "Alecto's" absence at Ascension.
	„ 13	Whydah	„ 14	Aghwey	To communicate with "Espoir."	
	„ 14	Aghwey	„ 16	Lagos		On the 21st February lent a gunner and 16 men to "Brune," at the Consul's request, to punish the King of Porto Novo, for stopping the trade.
	„ 17	Lagos	„ 22	Whydah	To communicate with "Espoir."	
	„ 24	Badagry	„ 27	Lagos	On the 24th communicated with Her Majesty's Consul on board the "Brune." On March 2, 1861, the "Ranger" left Lagos, and proceeded to windward to look for "Bloodhound"	On the 7th March fell in with "Alecto," off Jackin, and gave up charge of Division.
	„ 8	Jackin			During the month of March the "Ranger" has been cruizing 60 miles S.E. off Whydah, putting into Whydah on the 22nd and 30th, and Lagos on the 27th of that month	Between the 30th March and 5th April the "Ranger" cruized between Whydah and Porto Novo.
	Apr. 8	Whydah	Apr. 8	Lagos		
	„ 9	Lagos	„ 17		Cruized to windward by Commodore's order, to look after suspicious vessel.	With "Espoir" returns to await the Commodore's arrival.
	„ 21	Lagos				Between the 22nd and 28th of April the "Ranger" was employed watching the seaboard at Badagry, to render any assistance to the expedition against Porto Novo that might be necessary.
			May 1	Accra	At the disposal of the Governor of the Gold Coast.	
	May 6	Accra	„ 9	Quittah	With Governor on board, to obtain payment of a debt long due.	
	„ 9	Quittah	„ 9	Great Mingo	With Governor on board.	
	„ 10	Great Mingo	„ 10	Accra	To disembark his Excellency.	
	„ 11	Accra	„ 13	Lagos	To meet the outward mail.	
	„ 17	Lagos				
Her Majesty's steam-sloop "Espoir," Commander Sholto Douglas	Jan. 20	Little Popoe	Jan. 20	Lagos	Landed the slave crew of "Clara Windsor" at Little Popoe.	The "Ranger" was at Lagos on the 21st May, 1861.
	„ 23	Lagos	„ 26	To cruize off Whydah	To communicate with "Alecto," and join the Bights Division. The "Espoir" cruized off Whydah until the 4th February, when she returned to Lagos, to communicate with "Ranger."	Found Commodore Bosse at Lagos, in the "Danaë."
	Feb. 4	Lagos	Feb. 5	To cruize off Whydah and the adjacent ports.		
	„ 14	Aghwey	„ 15	To cruize off Whydah		
	„ 23	Whydah	„ 24	Ascension		
	Mar. 7	Ascension	Mar. 14	Quittah	Anchored at Whydah, to receive her mails.	Anchored at Aghwey, in company with "Ranger."
	„ 28	Quittah	„ 28	To cruize	Proceeded to Ascension with despatches for Admiral Keppel.	
	Apr. 16	Lagos	Apr. 22	Porto Novo	The "Espoir" then cruized between Whydah and Fish Town until the 16th April.	
					In company with Commodore at Lagos	Between the 22nd and 28th April the "Espoir" was employed watching the seaboard of Porto Novo, to render any assistance to the expedition that might be necessary.
	„ 28	Lagos	„ 29	Benin River	Towed the hired steam-vessel "Fideliter."	
	May 1	Benin River	May 2	Nun River	To communicate with the Niger expedition.	
	„ 2	Nun River	„ 4	Brass River	To inquire into the cause of the attack, by some Brass canoes, on the "Sunbeam's" boat.	
	„ 5	Brass River	„ 6	Lagos	To meet Commodore, not having succeeded in ascertaining the cause of attack, &c.	
	„ 8	Lagos	„ 11	Brass River	To assemble the Chiefs of the Brass River, relative to an attack made by their canoes on a boat belonging to the Niger expedition.	
	„ 14	Brass River	„ 22	Fernando Po.		
	„ 23	Fernando Po			To communicate with Commodore, and complete with coal	The "Espoir" was at Fernando Po on the 28th May, 1861.
	1860		1860			
Her Majesty's steam-vessel "Bloodhound," Lieutenant Francis W. Bennett, commanding	Nov. 6	Whydah	Nov. 7	Fernando Po		Communicated with the "Alecto" at Whydah, on the 7th November, 1860.
	„ 12	Fernando Po	„ 14	Brass River		Completed with coal at Fernando Po.
	„ 16	Brass River	„ 19	River Niger	To escort Mr. Laird's expedition	On 17th November the "Bloodhound" proceeded over the bar.
	„ 19	River Niger	„ 30	Fernando Po	To complete with coal.	
	Dec. 1	Fernando Po	Dec. 5	Lagos	To communicate with Commander Raby.	
	„ 8	Lagos	„ 8	Aghwey		For change of air, having fever on board.
	„ 10	Aghwey	„ 14	To cruize at sea	On the 19th December the "Bloodhound" received instructions to proceed to Accra, and place himself at the Governor's disposal, and was under his orders until the 4th of January, 1861. On the 4th January, 1861, she left Accra, and cruized until the 26th of that month, between Aghwey and Addaffie, when she put into Lagos, and afterwards returned to her cruizing ground until the 28th February, 1861, when she left for Fernando Po for coal. The "Bloodhound" left Fernando Po on the 14th March to cruize between Aghwey and Cape St. Paul, where she continued until the 15th of April.	On the 19th of December communicated with "Alecto."

Return of the Movements of the West Coast of Africa Squadron—*continued.*

Ship.	Arrived.		Sailed.		On what Service employed, and to what time	Remarks.
	Date.	Where.	Date.	Whither		
Her Majesty's steam-vessel "Bloodhound," Lieutenant Francis W. Bennett, commanding	1861 Apr. 16	Lagos	1861 ...	...	...	Between the 20th April and the 6th May, 1861, the "Bloodhound" was in the lagoons, and while endeavouring to proceed with the expedition to Porto Novo took the ground near Bocchoy, and could get no higher.
	...	...	May 11	Brass River	In company with "Espoir," to inquire into an outrage offered to a boat belonging to the Niger expedition by some Brass canoes.	
	May 14	Brass River	,, 21	Fernando Po	To communicate with Commodore	Crossed the bar on the 15th May, 1861.
	,, 26	Fernando Po	,, 31	Whydah	To communicate with "Ranger"	Completed coal at Fernando Po.
	June 4	Off Whydah	June 19	Lagos	Cruized off Whydah between the 4th and 19th of June.	
	,, 20	Lagos	,, 21	Ascension	With Commodore's despatches.	
	July 6	Ascension	...	...	Refitting, &c.	The "Bloodhound" has orders to leave Ascension for Lagos on the 23rd July, 1861.
Her Majesty's steam-vessel "Brune" (tender to "Arrogant"), Lieutenant Chas. R. Forrest, commanding	...	...	Jan. 2	Badagry	In consequence of a disturbance caused by two men claiming a vacant Chief-tainship	Up to the 2nd January, 1861, the "Brune" was at anchor off the Consulate at Lagos.
	Jan. 6	Badagry	,, 13	Lagos.		
	,, 26	Lagos	Feb. 20	Porto Novo	Having on board Her Majesty's Consul.	At anchor off the British Consulate. Grounded once on coming down the lagoon.
	Feb. 21	Porto Novo	,, 22	Badagry	To communicate with "Ranger" and protect British subjects, &c.	
	,, 22	Badagry	,, 27	Lagos	To receive coal from the "Alecto" by paddle-box boats.	At anchor off the British Consulate.
	,, 28	Lagos	...	...		
	Mar. 24	Lagos	Mar. 28	Lagos Bar		At anchor off the British Consulate. Between the 22nd and 28th of April the "Brune" was employed up Lagos river with the expedition against Porto Novo, and on the "Arrogant" leaving Lagos on the 10th May, 1861, was at anchor off the British Consulate.
	...	...	...	...		

SOUTH DIVISION.

Her Majesty's ship "Archer," Captain Frederick A. B. Cranfurd, Senior Officer, South Division	1860 Oct. 27	St. Paul de Loanda	1860 Nov. 19	Mayemba	To look for "Wrangler."	
	Nov. 23	Mayemba	,, 23	Point Padron	Ditto.	
	,, 24	Point Padron	...	...	Took "Wrangler" in tow so far as Cape Lopez, in order that she might fetch Fernando Po.	
	,, 26	Gaboon	,, 30	Cape Lopez	To obtain information respecting state of Slave Trade at Cape Lopez, and procure a pilot for Sanga Tunga	Found His Imperial Majesty's frigate "Dunoc."
	Dec. 1	Cape Lopez	Dec. 2	St. Anna de Cleaves, St. Thomas	To assist an English merchant-vessel.	
	,, 3	St. Anna de Cleaves, St. Thomas	,, 5	For South Coast	To communicate with "Sharpshooter."	
	,, 14	Point Padron	,, 16	St. Paul de Loanda	To complete with coals, &c.	
	,, 19	St. Paul de Loanda	,, 24	Kinsembo	To communicate with the factories	Saw United States' cruizers "San Jacinto" and "Portsmouth" at anchor.
	,, 25	Kinsembo	,, 26	Cabenda	To communicate with the cruizers running along the coast.	
	,, 28	Cabenda	,, 29	Loango		On the 27th sighted Mangue Grande.
	,, 30	Loango	1861 Jan. 3	St. Paul de Loanda		Met "Wrangler" at Loango, on the 1st January, 1861.
	1861 Jan. 4	St. Paul de Loanda	,, 12	To go to the northward	To meet the mail at Loanda, and make good "Sharpshooter's" defects.	
	,, 12	Point Padron	,, 24	Above Shark's Point, River Congo		On the 29th January the "Prometheus" arrived in the Congo. Between the 24th January and the 5th February, 1861, the "Archer" was at anchor in the Congo. Found the United States' cruizers "Constellation," "Mohican," "Mystic," and "Sumpter."
	Feb 7	St. Paul de Loanda	...	...	To meet "Sharpshooter"	
	...	...	Feb. 10	Congo.		
	,, 11	Shark's Point	...	...	The "Archer" was employed in the Congo until the 3rd March, when she was at anchor off Point Padron.	
	Mar. 4	Cabenda	Mar. 7	Congo	To communicate with American flag officer.	
	,, 7	Shark's Point	,, 12	For the southward	To hold palaver with Congo Chiefs	Found United States' gun boat "Mystic."
	,, 17	St. Paul de Loanda	,, 23	Congo	Completed with coal at Loanda	On the 19th March the "Wrangler" arrived.
	,, 25	Shark's Point	...	...	Held a palaver with King Antonio and his Chiefs at Shark's Point, on the 27th March, 1861	On the 21st March the "Forte" arrived at Loanda. On the 27th March "Prometheus" left for Elephant Bay.
	...	...	,, 29	To cruize	Visited Point Piedras, Point Padron, and Banana, River Congo	Communicated with the French factory at Banana.
	Apr. 9	St. Paul de Loanda	,, 13	For the southward	To communicate with "Prometheus."	
	,, 16	Elephant Bay	,, 17	St. Helena	To recruit the health of crew, having fever on board.	
	,, 23	St. Helena	May 25	Ascension	To await the "Arrogant's" arrival, and send invalids to hospital.	
	May 29	Ascension	June 9	St. Helena	Having on board the Bishop of St. Helena, for passage.	
	June 24	St. Helena	,, 26	Ascension	To meet Commodore.	
	,, 29	Ascension	July 20	Sierra Leone	To escort the "Isis," coal depôt	On the "Archer's" return to Ascension she will proceed to Spithead.

Return of the Movements of the West Coast of Africa Squadron—*continued.*

Ship.	Arrived.		Sailed.		On what Service employed, and to what time.	Remarks.
	Date.	Where.	Date.	Whither.		
	1861		1861			
Her Majesty's ship "Prometheus," Commander N. B. Bedingfeld	...	...	Jan. 9	St. Paul de Loanda.		
	Jan. 29	Congo	...	...	Put into the Congo for water.	
	...	...	Feb. 22	St. Helena	For provisions and public money	Between the 29th January and 22nd February the "Prometheus" was employed in the Congo.
	Feb. 27	St. Helena	Mar. 4	River Congo	With provisions, to join "Archer."	
	Mar. 10	Point Padron	„ 11	Shark's Point	Protecting British interests in the river.	
	„ 11	Shark's Point	„ 27	Elephant Bay	To look out for "Nightingale" slaver	The "Prometheus" was off Elephant Bay on the 17th April, 1861.
	1860		1860			
Her Majesty's steam-sloop "Wrangler," Commander H. H. Beamish	...	...	Nov. 8	...	Cruized to the northward, for the suppression of the Slave Trade.	
	Nov. 12	Loango Bay	„ 13	...	Resumed cruizing.	
	„ 16	Mayemba Bay	„ 19	To cruize	...	On 24th November, 1860, fell in with "Archer," and was taken in tow as far as Cape Lopez.
	„ 27	Fernando Po	„ 29	Cape Lopez	For the mails	Communicated with the "Archer."
	...	...	Dec. 2	St. Thomas	To assist an English merchant-vessel in distress.	
	Dec. 3	St. Thomas	„ 5	Fernando Po	With the English brig "Tremont" in tow	
	„ 7	Fernando Po	„ 11	For cruizing ground	...	Called at Prince's on the 14th, and Annobon on the 17th December, 1860.
	1861		1861			
	Jan. 1	Loango Bay	Jan. 3	Cabenda	To watch the coast.	
	„ 5	Cabenda	„ 7	To cruize.		
	„ 13	Cape Padron	„ 16	St. Paul de Loanda	To complete with coal.	
	„ 17	St. Paul de Loanda	„ 20	...	To the northward, to communicate with "Archer"	
	„ 27	Fernando Po	„ 30	...	To the southward, with the mail	The "Ranger" was at Fernando Po; met "Sharpshooter," and received coals.
	Feb. 8	Ambrizette	Feb. 9	...	Stood to the southward, under sail.	
	„ 10	St. Paul de Loanda	„ 13	...	To the northward, to join "Archer."	
	„ 15	Shark's Point	„ 26	...	Cruizing at sea, off the Congo	Between the 15th and 26th February, 1861, the "Wrangler" was employed in the Congo, protecting British interests and property.
	Mar. 2	Cape Deceit	Mar. 4	...	For a cruize to the northward.	
	„ 6	Ambrizette	„ 8	River Congo	To communicate with "Archer."	
	„ 9	Shark's Point	„ 12	...	Cruizing until the 17th March.	
	„ 19	St. Paul de Loanda	„ 24	To the northward	To complete with coal.	
	„ 27	In the Congo	„ 29	To cruize	...	Completed provisions from "Buffalo." This is the latest intelligence of "Wrangler's" movements.
	1860		1860			
Her Majesty's ship "Sharpshooter, Lieutenant Charles Gibbons, commanding	...	...	Nov. 17	To cruize off the Congo	...	Visited Punta da Lenha on the 26th November, 1860, and Cabenda on the 6th December.
	Dec. 15	Point Padron	Dec. 17	...	To cruize between Ambrizette and the Congo, and then proceed to Loanda for coal.	
	1861		1861			
	...	...	Jan. 12	Little Fish Bay	To recruit the health of ship's company, suffering from fever.	
	Jan. 15	Little Fish Bay	„ 19	For Elephant's Bay and Benguela		
	...	...	„ 31	St. Paul de Loanda.		
	Feb. 4	St. Paul de Loanda	Feb. 8	Congo	...	Met "Wrangler" off Ambriz on the 9th; 10th, communicated with the "Falcon" at Kinsembo.
	„ 11	Off the Congo	„ 12	...	To cruize between Point Padron and Fonda Bay.	
	Mar. 8	Shark's Point, River Congo	Mar. 22	To cruize	...	Between the 8th and 22nd March the "Sharpshooter" was employed up the Congo, protecting British interests.
	Apr. 1	Banana	Apr. 2	Punta da Lenha	To escort a Dutch vessel and three launches.	
	„ 3	Entrance of Congo	...	...	Cruizing.	
	„ 14	St. Paul de Loanda	„ 19	...	To cruize between Loango and Ambrizette	Completed with coals at Loanda. The "Sharpshooter" cruized between Loango and Ambrizette until the 19th May, 1861.
	May 20	Off Point Padron	May 20	Fernando Po	To meet Commodore.	
	„ 27	Fernando Po	June 1	...	...	Sailed for England, to be paid off.

"*Arrogant,*" *St. Thomas, June* 10, 1861.

(Signed) W. EDMONSTONE, *Commodore and Senior Officer.*

Inclosure 3 in No. 90.

Acting Consul Hand to Commander Raby.

(Extract.) *Lagos, November* 3, 1860.

I HAVE the honour to report that on my arrival here from Abbeokuta, King Docemo sent his Prime Minister to inform me of the message that His Majesty received from his Staff-bearer that attends the market of Ikorodu, which was delivered by Kosoko's messengers as follows:—

That he, Kosoko, intends coming to Lagos attended with messsengers from the King of Benin, and that he did not wish to come without informing Docemo.

In my opinion this message is couched in this way to delude Docemo and myself that it is but a friendly visit; however, I know to the contrary, on good authority, that his intention is to attack the place.

And I have to request of you to supply me with the rocket-tubes already applied for, also signal-rockets.

REFORM CLUB PALL MALL

No. 91.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," off Cabenda, September* 22, 1861.

IT gives me much pleasure to forward, for the information of my Lords Commissioners of the Admiralty, a copy of a correspondence that has taken place between Flag Officer Inman, Commander-in-chief of the United States' cruizers on this station, and Commander Henry James Raby, of Her Majesty's steam-sloop "Alecto," on the occasion of the Flag Officer's departure from the coast, showing the mutual good feeling that has prevailed throughout between our respective squadrons.

I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 91.

Commander Raby to Flag Officer Inman, U.S.N.

Sir, *"Alecto," St. Paul de Loanda, July* 6, 1861.

IT is with great pleasure that I beg to tender through you my best thanks to Lieutenant-Commander Armstrong, of the United States' steam-vessel "Sumpter," for his great kindness in taking a letter to Cabenda from me to Commander Bedingfeld, of the "Prometheus," on the 16th ultimo, thus saving me the necessity of sending a boat's crew nearly 100 miles. Such acts of courtesy and kindness must always tend to cement the good feeling and cordiality which I trust will always exist between the two services.

I have, &c.

(Signed) HENRY J. RABY.

Inclosure 2 in No. 91.

Flag Officer Inman, U.S.N., to Commander Raby.

Sir, *"Constellation," St. Paul de Loanda, July* 6, 1861.

I HAVE to acknowledge the receipt of the very acceptable letter which you were pleased to address to me on the 6th July.

I furnished a copy of it to Lieutenant-Commanding Armstrong, commanding the United States' steamer "Sumpter," who has desired me to make known to you how highly he reciprocates the kindly sentiments which prompted your letter.

You will be pleased to excuse my tardiness in making this reply, which was occasioned by former excessive occupation, and after absence from Loanda.

I avail myself of this occasion to request of you, as senior officer commanding Her Majesty's ships on the Southern Division, to convey to Commodore Edmonstone and the Lords of the Admiralty, the pleasurable duty which I have lately performed, when reporting to the Navy Department of the United States the harmonious and efficient co-operation of Her Majesty's ships and those under my command on this coast.

I desire to name Commander Bedingfeld, commanding Her Majesty's steamer "Prometheus," as one of those, among others, who have rendered us valuable assistance; and I have received at various times from Captain Crawford, in the "Archer," as well as others of Her Majesty's Commanders, much useful information, kindly attention, and offers of service.

I am just about to relinquish the command-in-chief of the vessels of the United States on this station, and the recollection of my pleasant relations with the officers of Her Majesty will bring with it future enjoyment.

I am, &c.

(Signed) WM. INMAN.

No. 92.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," off Cabenda, September* 22, 1861.

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, copy of a correspondence that has taken place between Commander Wildman, of the "Philomel," and a Mr. Elkman, agent for a Dutch firm in the River Congo, respecting the disposal of eleven negroes, which it appears were bought by an assistant of Mr. Elkman's with goods stolen from his owners.

As the "Wrangler" was going to St. Helena for the refreshment of her crew, I took the opportunity of sending these liberated Africans to be delivered over to the proper authorities at that island.

I hope their Lordships will be pleased to approve of what I have done, as also of Commander Wildman's proceedings in the matter.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 92.

Commander Wildman to Commodore Edmonstone.

Sir, *"Philomel," Cabenda, September* 20, 1861.

I HAVE the honour to inclose copy of a letter from Mr. Elkman, agent to Messrs. Kerdyk and Pincoffs, together with my reply thereto, and to request that you will be pleased to give me directions as to the disposal of the eleven negroes now on board Her Majesty's ship under my command.

I would beg you to draw your attention to the fact of Messrs. Kerdyk and Pincoffs having lost much money through the dishonesty of their assistant, and that Mr. Elkman might have disposed of the slaves without rendering himself open to the law, and would suggest if there is any bounty for the negroes, that it be paid to Messrs. Kerdyk and Pincoffs.

I have, &c.
(Signed) LEVESON WILDMAN.

Inclosure 2 in No. 92.

Mr. Elkman to Commander Wildman.

Sir, *Porta da Lenha, September* 12, 1861.

I AM under the necessity of addressing myself to you, and of asking your advice upon a grieving occurrence which has just taken place in the factory of Messrs. Kerdyk and Pincoffs here, and feeling convinced from the many acts of kindness Her Majesty's officers rendered to my house, I am satisfied you will pardon the liberty I now take.

On my retnrn to this factory, from which I have been absent for some time upon the business of my owners, Messrs. Kerdyk and Pincoffs of Rotterdam, whose agent I am for the present moment on the coast, I learned that one of my asistants, Mr. R. Bucks, had appropriated for his own use goods to a considerable amount without my authority, or that of any person in the factory acting for me; and with those goods I learned he had bought slaves, the books also of the factory have disappeared, and consequently I am at present unable to say to what extent goods have been taken. On my appearance in the factory Mr. Bucks was gone away with all his property he had in the house, but by the co-operation of some friends and some of the nigger Princes, I succeeded in apprehending him, and recovering his chests, &c. At present I have thought proper to put him in irons. I have also recovered eleven slaves belonging to him which he bought with the goods belonging to Messrs. Kerdyk and Pincoffs.

I feel myself in a critical position, not knowing how to dispose of the slaves, and also what I ought to do with the culprit, and under these circumstances I venture to draw your assistance, which I trust you will afford me.

I am, &c.
(Signed) PHILIP ELKMAN,
Agent for Messrs. Kerdyk and Pincoffs.

Inclosure 3 in No. 92.

Commander Wildman to Mr. Elkman.

Sir, *"Philomel," in the River Congo, September* 16, 1861.

IN answer to your letter of the 12th instant, asking my advice concerning the disposal of eleven negroes bought by one of your assistants with goods appropriated by him without the permission of the firm, my opinion is decidedly that your right and proper course is to liberate the Africans at once.

If by so doing at this place they would be again liable to capture and sale as slaves, I will receive them on board the "Philomel."

I am, &c.
(Signed) LEVESON WILDMAN.

No. 93.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, *"Arrogant," off Cabenda, September* 22, 1861.

I HAVE the honour to forward, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of to-day's date to the Commander-in-chief on this station, reporting my proceedings up the Congo, and the destruction of two native towns, &c., and hope the same will meet with their Lordships' approval.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 93.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir, *"Arrogant," off Cabenda, September* 22, 1861.

HAVING received a letter from Commander Beamish, of Her Majesty's ship "Wrangler," on the morning of the 28th ultimo, of which Inclosure No. 2 is a copy, informing me that the natives at Shark's Point had attacked and destroyed the English schooner "Shark," belonging to Messr. Tobin and Son, of Liverpool, which had unfortunately got on shore, I sailed the same afternoon from St. Paul de Loanda for the Congo, leaving "Wrangler" to complete her coal and follow, for the purpose of rendering assistance in the first place to liberate the crew of that vessel who were in the hands of the natives, and afterwards of punishing them for their attack on British subjects and property.

2. I arrived the next afternoon in the river, and anchored off Shark's Point, when I saw the wreck and the natives busily engaged in removing portions of her hull and cargo; but as we approached the point they ran into the bush.

3. The next morning at daylight I sent two boats to the French factory at the Bananas, to communicate with Mr. Meecham, Messrs. Tobin's agent. That gentleman returned in the boats to see me, when I was happy to learn that he had succeeded in ransoming the men.

4. After a lengthened discussion with Mr. Meecham, who has been five years in the Congo, and has a considerable knowledge of the native character, as to the advisability of punishing them, and the most effective way of doing so, with as little risk as possible to ourselves, we came to the conclusion, with the advice of Mr. Pignaud, in charge of the French Emigration Establishment in the river, that as they had only so recently as May last signed an agreement to desist from robbing the launches, &c., on their way to Punta da Lenha, for which all the traders in the Congo at the time gave ample compensation; and that to such an extent had they carried on these depredations since that it had become scarcely safe to go up or down the river, and that some punishment ought to be inflicted on them if possible, the best way being by destroying their canoes, and burning any villages that were accessible.

5. I therefore landed with a force the same afternoon (30th August) at Shark's Point, consisting of all the "Arrogant's" boats, manned and armed with the Marines, and destroyed several huts and canoes, besides a number of fishing nets in the neighbourhood, but could see nothing of the natives, who had fled into the bush. After examining some creeks we returned on board at 5·30 P.M.

6. The next day I proceeded in the galley, accompanied by one of the cutters, to reconnoitre the creeks supposed to lead to King Antonio's Town, with the view of discovering his town, but did not succeed, and returned on board, having only destroyed a few canoes.

7. On Monday, the 2nd of September, we again set out with all the boats as before; and after examining some creeks on the south bank of the river, discovered a town, which I afterwards found to be called John Thomas Town; and after having effected a landing, succeeded in driving the inhabitants out, and burning their houses, &c.

8. The natives made some resistance, and fired into us from the bush as we advanced, with the Marines in front as skirmishers, but I am happy to say not a single casualty of any sort occurred to our men.

9. The town is named after one of the most intelligent and influential men in the river, who, however, is looked upon by the European traders as one of the greatest rascals, and was mixed up with the outrage committed on Messrs. Tobin's vessel.

10. The loss sustained in property on this occasion must have been considerable, as several large canoes were broken up and rendered useless.

11. The boats again started on the 4th, and searched several fresh creeks, but could not find King Antonio's Town, which I was very anxious should be destroyed, as he and his men were, without doubt, the greatest culprits in the attack on the "Shark," Mr. Meecham having informed me that the ransom for the prisoners was paid to Antonio. At 4·30 we returned on board.

12. The next day I sent the whaler and third cutter, armed, with Lieutenant Hereford and Mr. Scudamore, master, to once more examine certain creeks that we had seen the previous day; and I was happy to find, on their return that they had been successful in coming across a large town, the natives having fired on them, but without any effect. I determined to punish them, if possible, and accordingly proceeded at 8 A.M. the following morning (6th) with a sufficient force, consisting of all the "Arrogant's" boats and marines, and I have much pleasure to report that we completely destroyed the town, a large one, and property to a very great amount, consisting principally in ground nuts and Indian corn in large quantities, made up, evidently, for sale; also several canoes.

13. On this occasion I commenced operations by clearing the bush and town by firing some 24-pounder shell rockets at about 1,000 yards, and afterwards landed, firing as we went along; by this means we managed to keep the natives a good distance off, from which their trade muskets had not the least effect; our men were consequently enabled to set fire to the town in comparative safety to themselves, while, doubtless, the enemy felt the effects of our rifles. We returned on board that evening without a single casualty, bringing with us a native flag that was hoisted on our approach to the town.

14. The "Wrangler" having arrived the previous evening, I sent her up to Bullock Island on the morning

of the 6th, with orders to harass the natives on every opportunity, by destroying their canoes and such villages as could be got at without landing.

15. Commander Beamish performed this duty to my entire satisfaction, having destroyed fourteen or fifteen canoes, but, I regret to say, he had one man killed, and another wounded from the fire of the enemy, while in the act of breaking up a canoe close to the mangrove bushes. These are the only casualties that we have met with in the whole of our operations up the Congo.

16. The "Philomel" relieved the "Wrangler" on the 8th, and remained up the river till the 20th, where she joined me at this anchorage the same evening. Commander Wildman's proceedings were very satisfactory, and he added several more canoes to those already destroyed.

17. The Congo, I am happy to say, is at present quiet, and it is to be hoped that our proceedings in that river, so different to what their former experience led them to expect, will tend to a good result, and establish a more lasting peace between the natives and traders.

18. In a river like the Congo, where there are so many Chiefs whose influence extends simply over their own subjects, being entirely independent of one another, the system of calling for palavers I consider is not only attended with great delay, but altogether unsatisfactory, and such delay, I fear, has too often been the cause of much sickness amongst our cruizers.

19. The destruction of two towns situated up winding creeks, and not easy of access, will, I trust, teach them that they are not beyond the reach of our boats, even with guns in them; and the loss of between sixty and seventy canoes, besides several fishing-nets at Shark's Point, will, I know, be severely felt.

20. The natives are perfectly helpless without their canoes, which are made at Cabenda, a distance of about forty miles, and cost them 12 dollars each.

21. Hitherto it has been customary, when differences have occurred, for the traders to seek terms with these people, but I now hope the latter will be the first to wish a conciliation. King Plenty, of Medora Creek, has already expressed his wish to open trade with us, and has been permitted to do so on board the "Philomel;" no doubt his example will be followed by others before long.

22. I believe the outrage committed on Messrs. Tobin's schooner was on account of the natives fancying that we had broken faith with them by not establishing a factory at Shark's Point. Something about a factory was certainly entered into by Captain Crawford, of the "Archer," but it was conditional on the merchants at Ponta de Lenha being willing to shift down the river, which I find they are not, or ever were inclined to do.

24. I beg to point out that King Antonio's town is not marked in its proper place on the chart, and from all the information I can gather on the subject I understand that it is impossible to be got at by our boats.

25. In concluding this despatch, I beg leave to bring under your favourable notice Lieutenant R. B. Cay, senior of the "Arrogant," who has on every occasion assisted me with great zeal and ability; also Lieutenants Hereford and Huntley, who respectively commanded the launch and pinnace.

26. Captain McArthur Bond, in command of the detachment, rendered excellent service in clearing the bush by his skirmishes, and Dr. Hart Gimlette, M.D., Surgeon, was always present.

27. I beg to bring under your favourable notice Mr. Derisley Martin, my Secretary, who accompanied me on every occasion; as also to express my entire satisfaction at the cheerful manner in which the seamen and marines under my orders conducted themselves throughout the whole of the operations.

28. It now becomes my pleasing duty to bring to your special notice the good services rendered to Mr. Meecham by M. Pignaud, in charge of the French Emigration Depôt at the Bananas, and I respectfully hope you will bring the same under the consideration of Her Majesty's Government.

Such acts are very gratifying to record, and show the friendly feelings that exist, not only in the Congo, but between our respective squadrons on the West Coast.

I am thankful to say that the health of the ship's company has not in any way suffered from our stay up the Congo.

Trusting my proceedings will meet your approval, I have, &c.

(Signed) W. EDMONSTONE.

P.S.—I omitted to mention that on my recent visit to the Congo, I took the opportunity of personally thanking M. Pignaud for his services to Mr. Meecham.

W. E.

Inclosure 2 in No. 93.

Commander Beamish to Commodore Edmonstone,

Sir, *"Wrangler," at Sea, August* 27, 1861.

I HAVE the honour to inform you that on the morning of the 25th instant I fell in with the French gun-boat "La Motte Piquet," which steamed towards us, and her Commander sent an officer to acquaint me, that on the afternoon of the 20th instant, an English schooner had been wrecked on Shark's Point, at the mouth of the Congo. The officer also acquainted me that the natives had attacked the vessel by firing from the shore, and subsequently to the escape of the crew had plundered and burnt her. During the night of the 20th a boat was washed on shore, with seven men, of whom one was drowned, and six are still missing, and are said to be in the hands of the natives somewhere in the interior.

Immediately on the receipt of this intelligence I proceeded with all speed, and about 8 P.M. on the same day anchored in Turtle Cove. Directly we anchored I proceeded in my gig to Shark Point, and through the darkness observed the vessel lying on the Point, and the sea breaking over and through her; there were apparently many natives on the beach and amongst the trees, for I observed them passing and repassing the fires: they were not at the time plundering, as the sea was too high, and from her appearance she was a total wreck and fast going to pieces.

It was impossible to approach her on account of the surf.

On the following morning, 26th, at daylight, I proceeded to Banaud Point, to the French factory, to communicate with Mr. Meecham, who I had heard was the owner of the vessel.

On arriving at the French factory I saw Mr. Meecham, who corroborated all that I had heard. It would have been easy and most desirable to have inflicted immediate and severe punishment upon the natives then at Shark Point, but on consideration, and at the express desire of Mr. Meecham, as also the opinion of M. Pignaud, the officer in charge of the French Emigration Depôt, that it was most desirable to ascertain the fact of the existence, or the

contrary, of the unfortunate men still missing, as also to await the arrival of intelligence expected through the medium of a Native Chief from Punta da Lenha, named Chico, who had been employed to treat, if possible, with the natives near Shark Point, the scene of the disaster, I took no hostile steps.

It was the opinion of these gentlemen that the promises of a good ransom for the missing men would, as in the case of a Dutchman captured by the same tribe in February last, prove successful in persuading the natives to give them up, but that any overt act on my part previously to their surrender would result in the certain death of the prisoners.

Mr. Meecham expected to receive some intelligence about the men on the 27th, or soon afterwards, and was of opinion that nothing could be done until he did so hear. From rumours (not at all to be relied on), it appears that the natives only acknowledge to having seen three men. Mr. Meecham told me that the vessel was a schooner called the "Shark," belonging to Messrs. Tobin and Son, of Liverpool, and that he was on board her at the time of the occurrence; as soon as she grounded he hoisted the ensign (union down) to indicate his distress to the French authorities at Banaud Point.

About three-quarters of an hour after she had struck, and while bumping in the surf, the American barque "John Gilpin" passed close to her but did not offer to render the slightest assistance, an act which all involved in the misfortune, as well as the French at Banaud Point, rightly designated as an act of cruel inhumanity. Very contrary was the gallant conduct of M. Pignaud and his people, as well as that of Mr. Elkman and his fellow-countrymen of the Dutch schooner "Gitana" and "Lodovick," who promptly proceeded themselves in armed boats to lend assistance (there was no man-of-war at Banaud Point). On arriving at the schooner one and all worked heartily, and Mr. Meecham and the captain of the "Shark" could not find words to express to me their gratitude for the gallant exertions of these foreigners.

They did all in their power by firing at the natives to drive them off, but by the morning of the 21st they had collected to the number of 2,000 or 3,000, many of whom were armed, and fired on the vessel; and at daylight, all hope being gone (taking advantage of a lull), all, except the boats' crews washed on shore the previous night, made their escape, and ultimately got across to Banaud. Of the men missing, two were Englishmen belonging to the "Shark," two coloured men, and two Dutchmen belonging to the "Gitana" and "Lodovick." There is also missing a native interpreter belonging to the French, who was sent over to gain intelligence.

On the evening of the 22nd the French gun-boat "La Motte Piquet" arrived at Banaud, and on the following morning proceeded to Shark Point to communicate with the natives, taking Mr. Meecham, Mr. Elkman, and M. Pignaud, but they could get nothing out of them, nor would they tell anything about the prisoners, and wished to induce them to go into the interior themselves to look for them; they also had the impudence, while the French man-of-war boats were on shore, to continue stripping the schooner, and to set her masts on fire.

The Captain of the "La Motte Piquet" and the rest deemed it prudent to make no hostile movements, for fear of endangering the lives of the captured men. I believe that if there are any prisoners now alive, the offer of a ransom will be successful, and that on their delivery nothing but the severest and most prompt punishment to every native in the neighbourhood will compel these savages to respect British property and lives. To give an idea of the inconceivable treachery of these ruffians, I may state that a large number of those engaged in the plundering and probable murder, speak good English, actually hoist a British flag (which I hear they have burnt) at Shark Point when men-of-war arrive there, and constantly are in the habit of bringing off provisions to men-of-war, and in a general way acting as bum-boats. Doubtless a large amount were fishermen, who locate themselves at this season on Shark Point for the purpose of drying fish. There appears to be very little doubt (though no proof) that King Antonio, probably the most influential man in the neighbourhood, is deeply involved in the matter.

This man was at a palaver of Chiefs held by Captain Crawford at Shark Point, about five or six months ago. Believing, as I do, that the opinion of the gentlemen at Banaud is correct as to the probability of a release by ransom, and the certain death that would ensue to the prisoners on the commencement of hostilities, as also the delay that must take place before the return of the Chief who has been sent, I proceed immediately to join your pendant, and report the circumstances in person. I have brought with me Mr. Duke, the Master of the "Shark."

I have, &c.
(Signed) H. H. BEAMISH.

No. 94.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *at Prince's Island, October* 28, 1861.

I HAVE the honour to report that the American barque "*J. J. Cobb*," was boarded by the boats of Her Majesty's ship under my command on the 18th ultimo, to verify her nationality. She was found to have an American register, and was, therefore, allowed to proceed.

The information I had previously received respecting this vessel proved to be very correct, and I have every reason to believe she is engaged in the Slave Trade.

I beg to inclose the Boarding Officer's Report, with the Naval Return.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 94.

Lieutenant Hereford to Commodore Edmonstone.

Sir, "*Arrogant*," *Lat.* 5° 15′ *S., Long.* 18° 40′ *E., September* 18, 1861.

I HAVE the honour to inform you that, agreeably to your orders, I this day boarded the American barque "*J. J. Cobb*," and found her register correct.

I was informed that the captain was on shore, and did not find one of her crew to be American. I made an entry of my visit in a rough log-book; the vessel's fair log, by the mate's account, having been taken on shore by the captain. The mate opened the hatches voluntarily, and made no complaints.

I have, &c.
(Signed) E. W. HEREFORD.

Inclosure 2 in No. 94.

RETURN of Vessels under foreign Colours Visited.

Date of Visitation.	Where; if at Sea, state Latitude and Longitude.	Name and Rank of the two Visiting Officers.	Name of			Under what Colours.	How rigged.	No. of			Where			Date of Sailing from last Port.	Nature of Cargo.	To whom consigned.	Detained or released.	Circumstances which have induced the Captain to visit such vessels, and afterwards to release or detain them.	Remarks; to contain any further particulars relative to the vessel visited, number and description of passengers, intelligence, &c.
			Vessel.	Master.	Owner, and of what place.			Men.	Guns.	Tons.	From	Bound.	Belonging.						
1861 Sept. 18	At sea; Lat. 5° 15′ S. Long. 11° 40′ E.	Edward W. Hereford, Lieutenant Archibald S. Douglas, Midshipman	J. J. Cobb	Loupez ...	Baltimore.	American.	Barque ...	16	...	307	Cadiz ...	St. Paul de Loanda	Baltimore.	1861 June 11	General cargo	— Silva ...	Released	To prove nationality, and to examine papers	The captain was reported to be on shore. There was not a single American on board.

"*Arrogant*," *September* 18, 1861.

No. 95.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir, "*Arrogant*," *at Prince's Island, October* 29, 1861.

IN reference to Admiralty letter dated the 23rd March, 1861, ordering an escort for the Niger expedition, I have the honour to state that I dispatched the "Espoir" on this service, and beg to inclose Commander Douglas' report of proceedings while employed in the Niger.

Although the "Espoir's" ship's company have suffered considerably from fever consequent on her lengthened stay of eighty-one days in the river, I am happy to say she has not had a single fatal case, and is now at Ascension recruiting the health of her crew, who are much debilitated.

Commander Douglas deserves great credit for his ability and zeal while engaged on this important duty, and I have much pleasure in laying his very able Report before you, and have also transmitted a copy for the information of my Lords Commissioners of the Admiralty.

I regret that the hostility hitherto shown to the expedition should have manifested itself so strongly on the present occasion, and I fear that the establishment of a friendly commercial intercourse with the natives on the Niger, some of whom appear to be no better than perfect savages, will be a work of much greater difficulty than was at first anticipated, and it can only be carried out by constant communication with them, when, no doubt, in course of time they will begin to see the advantages of trading directly with us, and also feel the benefits of civilization.

I now beg to inclose Commander Douglas' Report on the Slave Trade in this river; also a letter forwarding a chart showing the track followed by the "Espoir" in her ascent up the Niger, and offering some very useful information relative to the navigation of that river.

Trusting that Commander Douglas' proceedings will meet with your approval, I have, &c.

(Signed) W. EDMONSTONE.

Inclosure 1 in No. 95.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *off Lagos, October* 2, 1861.

I ARRIVED and anchored off the Nun bar on the evening of the 9th July. At about 9 P.M. a vessel arrived and anchored not far from me, this proved to be the "Sunbeam" from Bonny; the tide being favourable, I followed her over the bar the next morning, taking fourteen feet across. I remained a few days at the anchorage inside Palm Point, waiting for the "Sunbeam" discharging and receiving cargo; this time I employed in getting out and leaving on board the hulk all the heavy stores so as to lighten the ship as much as possible. Started for the ascent on the morning of July 13, at 9 P.M.; had not got very far before the ship took the ground in Louis Creek; came off the next day at high water, and after some detention from the shoals about Sunday Island, arrived at Angiana on the 17th, and had an interview with the Chiefs and head men; settled one or two little disputes that had arisen between the agent in charge of the factory and the native traders, and left again on the 19th leaving them apparently well satisfied. This factory is the one that was founded in November 1860 by the "Bloodhound;" since this date there has been a brisk trade in palm oil carried on, and latterly it has increased very much.

After leaving Angiana no difficulty was encountered on the bar marked in Glover's Chart at the south point of Wilberforce island, but just after passing the village Asasi again grounded at the mouth of the Brass Creek; after some trouble got off. In sounding for a channel sufficient water could not be found for the "Espoir," though the "Sunbeam" from her light draft of water was able to cross with facility; as the water was now expected to rise very rapidly warped close up to the bank in readiness to get over.

On the 27th July finding the water rising very slowly took advantage of the offer of Captain Walker of the services of the "Rainbow" (see Inclosure No. 2), and proceeded to lighten the ship by getting all stores, coals, &c., into this vessel and lashing her alongside; by this means I was able to bring the ship up from twelve feet to ten feet ten inches.

On the 30th July, as a boat was despatched down the river I took the opportunity of writing in hopes of it reaching and informing the senior officer of my being detained at this point.

August 6th, at 11 A.M., hauled and steamed the ship over the bank, and, after picking up anchors and cables, steamed up to Ekebre, where I anchored for the night.

My time at this point was not entirely wasted, as I frequently visited the villages near to me, explaiming to them the objects of the ship's visit, and pointed out the advantages to be gained by trade and intercourse with foreigners. To this they appeared fully alive, and were most anxious a factory should be placed at their village. The Chiefs visited the ships, of which they saw more than they could ever have done before, as on previous occasions no vessels have ever remained more than a few hours.

After having again been on shore for a day, arrived off Kpetema on the 8th August. These villages are two on the right and two on the left bank. Without the slightest provocation they fired on the "Sunbeam" and

"Rainbow," coming down the river in November 1859. The four of them might contain about 2,000 inhabitants. Having anchored off the largest on the left bank, I sent on shore to call the Chiefs on board. After some hesitation they came, and on my questioning them about the attack they flatly denied it. When confronted with Captain Walker they began to prevaricate, then wished to go on shore and talk it over, and at length, when I insisted on an answer as to their reason for such an unprovoked attack, they all, with one consent, made a rush to the ports and jumped overboard, not waiting for their canoes, which were lying alongside.

One Chief I detained as he was in the act of jumping out of a port. The people who covered the banks not fifty yards distant immediately rushed to arms, and I expected them to open fire every minute. The interpreter hailed them repeatedly to come off and talk the matter over. This having no effect, I sent for the Chief I had detained, told him the fact of their not stopping to talk the matter over proved their guilt. I would let him go, and if his brother Chiefs did not return and make their people lay down their arms, I must open fire in a quarter of an hour. The time having fully expired, the people only increasing in numbers and filling the bush on both sides of the town, I at 1·30 P.M. opened fire. After clearing the town, I landed with the boats of the ship, and fired the town. I then weighed and dropped down to the lower villages, and destroyed them in the same manner; during which time the natives were keeping up a smart fire from the bush and high grass which surrounded the town closely on all sides, unfortunately killing John Clanny, Stoker, and severely wounding Geo. Williams, A.B., who died a few days afterwards. In this service I was ably assisted by Mr. Teppett, Gunner, and Mr. Southwick, Master's Assistant; also by Mr. Bunn, Assistant Paymaster, and Mr. Slaughter, Assistant Surgeon, who volunteered their services in the boats.

After waiting till dark, not far from the upper village, in hopes of being able to open communication, but no one being seen, I shifted up a few miles for the night. The next morning (August 9th) arrived off the village of Sabogrega; on nearing this line of villages, which are about a mile and a-half long, a white flag was displayed from various points; these villages also fired on the ships in October and November 1859, killing a mate and a seaman of the "Rainbow." On my sending on shore, the boat, at first, was not allowed to land: after sending several times, a message was sent off "that the ships might pass, they would not stop or molest them." Nothing would induce the Chiefs to come off to the ship.

As I found I was wasting valuable time in the attempt to open communications with these people, after waiting two days I proceeded up the river, deeming the punishment inflicted on the Kpetema villages would be sufficient warning to these; moreover, if I should now attack Sabogrega, I did not know if I might not drive the other doubtful villages into hostility, as well as giving them time to band together to attack the ships on their way down, which, in the event of the ship having to return with many sick, or getting aground, would not be pleasant, as the deep-water passage is close under the bank on which most of the villages are built, and from which they look down on the deck of a ship passing. I remained a day off the villages of Oloben and Imblamah. The Chiefs came off to the "Sunbeam," and exchanged presents with Captain Walker. Though these villages did not fire in 1859 their character is doubtful. Owing to this, I took care to inform them, through the Interpreter, that they had nothing to fear if they did not molest the ships. The next village called at was Agheir, which fired on the "Sunbeam" and "Rainbow" on the passage up in July 1859, wounding Captain Wild, and again on the "Sunbeam" coming down in November. These people are a different tribe to those about them, and are reported to have emigrated from the Ware branch, and settled in their present position, from which they exact tribute from all canoes passing. The Chief made a statement that it was the people of an adjacent village who fired on the ships, without his knowledge or consent, for which he had punished them. He promises none of his people should offend again, and before I left a law was proclaimed in the village to punish any one who should do so.

I arrived at Aboh on the 15th August; and in anchoring found that the factory had totally disappeared; this agreed with the report that had reached Captain Walker at Angiana in January. I sent on shore to call the King on board. Ajie is the present King. The power seems to be divided between him and his brothers Akia and Tschukuma, all sons of the late Obi. Ajie came the first day, and in answer to questions about the factory, he stated that it was washed away in October 1860 by the uncommon rise of the river; that Mr. Cole, the agent who had been left in charge, was gone to the factory at Onitsha. He declined to answer any further questions until Mr. Cole arrived. A boat was accordingly sent from the "Sunbeam" for him. The Chiefs still frequented the ships daily, and received presents from Captain Walker, and all stated their intention of coming to talk the matter over on Mr. Cole's arrival. On the 19th I sent to tell the Chiefs that I was ready to see them, and that Mr. Cole had arrived. The messenger returned with an answer that I must come to the beach to them. On their arrival on the bank I sent to remind them of their promise, as well as of the facts that all palavers before had been held on board. They refused to come, and after several messages Ajie sent to say that as I had sent for him and would not see him, if I sent again he would not come. On sending this message he immediately returned to the town, accompanied by the Chiefs and their followers, of whom there were several hundred, mostly armed.

I inclose a statement of Mr. Cole's (Inclosure No. 3) regarding the plunder of the factory, and the treatment to which he was subjected. The Chiefs did not give me an opportunity of hearing their side of the question. I cannot but think there must have been some provocation given on the part of Mr. Cole, the more so as during the residence of another agent (Mr. Lyall) at the Aboh factory, affairs went on much more smoothly. They may, perhaps, have been partly induced to go so far as they did from no notice having been taken of the attack on the ships in 1859; the natives fancied they had driven us from the river entirely. The accounts of the factory were lost by Mr. Cole, who brought forward claims against the Chiefs for various goods; they again (as stated by Mr. Cole) brought counter-claims that the ground had never been paid for, and there were also large debts owing to Tschukuma, many of them of long standing.

Having waited till 3 P.M. on the 20th of August, in hopes of the King coming off, I weighed and proceeded up the river, intending again to try and communicate with them on my way down. I did not communicate with any towns between Aboh and Onitsha, though most of them are under the influence of Aboh, except Midoni Osomari, the town to which Tschukuma's mother belongs, has been at war with Aboh, but is now at peace. The Oko villages are, I believe, the highest point to which the influence of Aboh extends.

On the 23rd August, arrived and anchored off the Onitsha factory. The agent in charge reported all well, though various reports of an intended attack had reached him. The Aboh people had been trying to induce the Onitshas to join them in plundering the factory, telling them that no notice had been taken of the doings last year, or of the previous at Sabogrega.

The town of Onitsha is situated in the middle of a thick wood. These people are not a canoe people, seldom going on the water. One of their superstitions is that the King shall never see the river; he is consequently not allowed to leave his house except on very rare occasions. Another custom or superstition, the King never provides any mat or seat for any one native or foreigner visiting him. Since our first intercourse with these people in 1857 this has caused a number of disputes; latterly the King has allowed the Europeans visiting him to bring their own chairs. Further, shortly before my visit, the King sent to the factory saying there

should be no more palaver about seats. On my arrival, I sent to say I intended to visit the King the next day, and trusted he would carry out his promise in this matter. The messenger returned with an answer that the King would do so.

The next day, on arriving at his house, I was much surprised to find the King sitting in state, with not a mat even prepared for us.

A few words ensued between the King and myself; so finding my position not very dignified, I turned my back on him, and returned on board.

The next day all the chief men of the town sent to say they would be glad to see me. I accordingly met them at the factory. They appeared sorry for what had taken place, but while they acknowledged it was a most foolish custom, regretted their inability to induce the King to give in. After this I made no attempt to visit the King, nor did I hear from him. The Chiefs were most friendly and civil to myself and officers whenever we visited the town.

From the King's confinement to his house he is perfectly ignorant of all affairs outside, and has accordingly taken advantage of it when appealed to in any dispute by the agent in charge of the factory, who has consequently received no redress.

Understanding that the state of the country was settled above this point. I did not deem it advisable to risk Her Majesty's ship by taking her to the Confluence. I accordingly informed Captain Walker, of the "Sunbeam," that I would wait his return from that point. I also took advantage of the opportunity to communicate with Dr. Baikie, and inform him of my proceedings in the Delta.

On the 14th September the "Sunbeam" returned, and after breaking up the factory I started, in company with her, on the 21st for the descent. Before leaving Onitsha I called the Chiefs, and explained to them that the factory was broken up on account of Mr. Laird's death, but the idea seemed to obtain with them that it was owing to the King's conduct. I have no doubt that if another factory is to be formed here, sooner than lose the benefits of our trade, they will concede the question of seats, if pressed.

Arriving at Aboh on the afternoon of the 21st, I sent to call on Tschukuma and his brothers. The boat returned late in the evening, stating that Ajie and Akia were at Oko, but he (Tschukuma) would come off the next day. Because he should have no excuse for not coming, I sent a boat, but now he was sick, and would come the next day. I sent again the third time on the 23rd. Mr. Southwick, Master's Assistant, was in the boat—the cutter manned by kroomen; no arms; the colours flying. After pulling some distance up the creek, he landed, and walked to Tschukuma's house, some 400 yards from the boat. According to my instructions, he informed Tschukuma I had sent a boat for him if he wished to come off, but he refused to do so.

On Mr. Southwick's leaving the house, a large number of people had collected outside, who attempted to seize him and two of the kroomen who had strayed from the boat. They all, however, reached the bank in safety, and shoved off, the natives following him down the bank, but not attempting to fire, though many had arms with them. It seemed to have been their object to detain him, if possible.

I now gave up all hopes of coming to any peaceable arrangement, or recovering any of the British property from these people. Even if my instructions had allowed me to do so, I did not feel justified in attacking a large town of this sort, of which the lowest estimated population is 8,000.

I could not approach closer than half-a-mile to the nearest point, while the more distant part is fully two miles. Shelling a town of such magnitude, &c., from one gun would have been absurd. I cannot but add that this attack on the boat was most unprovoked, and tends to show how little trust should be placed in these people.

Having well considered the subject, and determined not to act myself in the matter, I left the town as soon as possible, and proceeded down the river, and the towns I had formerly visited appeared friendly: the natives crowded the banks to see the ship, so I did not deem it necessary to again stop.

The Kpetema villages were rebuilt; the natives were not to be seen till passing the last village, when a few were visible; but, after the ship had left them a quarter of a mile astern, well out of range, they commenced firing, and kept it up for some time. This, I believe, was meant for a defiance or challenge for me to return and fight them; but as they had refrained from actually firing on the ship, I did not molest them. All the so-called hostile towns, as well as Imblamah and Oloheir, are, I believe, governed by independent Chiefs, yet at times they act together and assist one another.

I arrived at Angiana on the 24th, and, finding all well, proceeded to the anchorage at the Nun mouth, which I reached on the morning of the 25th. The "Sunbeam" arriving next day, after having broken up the Angiana factory, I remained at the mouth of the river preparing for sea till the 28th, when the bar being good I crossed at high-water. Outside I met the "Bloodhound," just arrived with provisions. These I received, and weighed the same evening to proceed to Lagos.

I am happy to state that no deaths from fever occurred during the eighty-one days the "Espoir" was in the river. The weather was very dry; no rain during July and August. The general health of the ship's company was very good for the first thirty days, after which cases of fever appeared, gradually increasing in number till the fifty-second day, when a third of the ship's company were sick. From this time the amount of fever gradually diminished, and ague appeared, from which, and the debilitating effects of the fever, many are, and will suffer for some time.

I have, &c.
(Signed) SHOLTO DOUGLAS.

Inclosure 2 in No. 95.

Commander Douglas to Captain Walker.

Sir, *"Espoir," off Asasi, July* 24, 1861.

HAVING found greater difficulty in the ascent of the River Niger than I anticipated, owing to the low state of the river and the great draught of the "Espoir," I have considered your offer of the gratuitous services of the "Rainbow" hulk, and thinking the acceptance of her would greatly facilitate the ascent, I hereby request you will allow me the use of the "Rainbow" on the under-mentioned terms.

In the event of the "Rainbow" being totally lost when employed on Her Majesty's service, all claims on Her Majesty's Government for such vessel shall not exceed the sum of 200*l.* if not returned in like condition to which received, excepting all ordinary wear and tear, the claim for remuneration to be in proportion to the injury sustained.

If you should see fit to allow me the use of the "Rainbow" on the above terms, you will be pleased to inform me, and you are at liberty to proceed in execution of this service as soon as possible.

In the execution of these orders you will be back to this by at latest the 30th instant.

I am, &c.

(Signed) SHOLTO DOUGLAS.

Inclosure 3 in No. 95.

Statement by Mr. Cole respecting the Aboh Factory.

[See Inclosure 2 in No. 96.]

Inclosure 4 in No. 95.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *River Niger, September* 26, 1861.

IN pursuance of Slave Trade Instructions, page 123, Article XXVI, I beg to offer the following information I have obtained from various sources, and also from my own information :—

1. *Aboh.*—The Treaty made with Obi, the late King of this town, in 1841, by Captain Trotter, is a perfect dead letter. On the visit of Agi (Ajeh), the present King, to the "Espoir," I questioned him as to this Treaty, and though he was a party that signed he denied all knowledge of any such Treaty; the native who interpreted being Ali Hare, the man who acted as pilot to Captain Trotter, he remembered the ships perfectly.

2. *Export of Slaves from Aboh.*—I am informed that a large number of slaves are sold down the river from Aboh, mostly to the Brass men, who pay for them with guns, rum, and salt; as many as 100 have been sold in this manner in a day. I have myself seen canoes going down the river with slaves in irons. If all these slaves go down for service in the lower part of the Delta, I cannot say; but I think some must be for export, from the fact of gold and silver coin being seen in possession of the native traders.

3. That the King of Aboh is willing to sell slaves is proved by the fact of his asking some of the officers of this ship who visited him, why it was we did not buy slaves; he was able to fill three ships if we would only buy.

4. Human sacrifices are carried on to a large extent at Aboh; see Inclosure, copy of a statement made by Mr. Cole, the Agent at the Aboh factory. Three slaves also took refuge on board this ship, stating that a priest had ordered a sacrifice of five slaves; two had been killed, and the three in question hearing they were to be the next victims, made their escape in the night.

5. All the Articles of the Treaty with Aboh respecting free trade with surrounding towns have been disregarded; they are, moreover, totally at variance with all the customs of the country, the King not allowing any but few of his traders to trade at the factory. When it was in existence the people from the opposite town of Endoni were orderd away when attempting to trade.

6. *Onitsha.*—No Treaty has been signed by this town, but I think it was as well to state that on the crowning of a new King as many as sixty human beings are sacrificed. The spot was pointed out to me by one of the natives, who volunteered the statement, which I believe was correct.

I have, &c.

(Signed) SHOLTO DOUGLAS.

Inclosure 5 in No. 95.

Statement made by Mr. Cole, Agent in charge of the late Factory at Aboh.

(Extract.)

I MAY as well add for your consideration a specimen of Ajie's brutality.

One day (the precise date I do not remember) Ajie seized upon one of his slaves, and after torturing him for some hours, put him to death in the most barbarous and disgusting manner. He then set the corpse in front of my factory as a further proof (for I have had many) of his bloodthirsty propensities. The next morning Ajie sent his son under an escort to ask me what I thought of his power. A longer description I am not capable of giving, for the murder was perpetrated with the greatest obscenity and barbarity.

(Signed) WILLIAM COLE.

Inclosure 6 in No. 95.

Commander Douglas to Commodore Edmonstone.

Sir, "*Espoir*," *off Lagos, October* 2, 1861.

I BEG to forward a chart of the track followed by the "Espoir" in her ascent of the River Niger as far as Onitsha in July, August, and September; as well as some information as to the navigation of this river.

2. The tracing has been taken from Lieutenant Glover's chart, and some of the reaches appear to have been rather out of proportion. Many sand-banks are added which appear in the chart with from one to two fathoms of water on them, which no doubt they would have if the river was full.

3. The ascent of the river was made from July 13th to 20th, from river's mouth to Espoir Reach; from the above reach to Onitsha between the 21st September and the 26th.

4. During the stay at Onitsha the river was nearly stationary from August 22nd to September 10th, at which date it commenced to rise, and in a period of eleven days, up to 21st September, it has risen nine feet.

5. My observations incline me to think that the river rises gradually from May till the commencement of July, when it is nearly at a stand till the end of August, when it again rises, and at the middle of October it is supposed to have reached its maximum. This period of about six weeks is without rain, and is, I believe, what Mr. May in his chart calls the "minimum state of the river between the rains."

6. It is, I believe, established that the Tchadda or Binni commences to rise before May, and, according to Dr. Barth, vol. v, p. 7, the Kwora was not at its highest till January 12, from which date it commenced to fall. The great difference in the time of the rise of these two streams does not seem to agree with the greatest rise of the single stream, the Niger. The rise of it may be more dependent on the rain that falls in its vicinity than in the waters it receives from its two tributary streams. The rise of the main stream certainly coincides with periods of heavy rain about this part. Joint observations in different parts only would prove this.

7. The height of the water above does not affect the river at the Nun mouth, except that the ebb runs much longer, the flood at times being reduced to two hours. Five miles from the mouth the flood will not appear, only a rise and fall of water.

8. The water on the bar is much less than the chart would lead you to believe. Trotter Point open twice its own height of Palen Point, leads over in fifteen feet high water.

I have, &c.
(Signed) SHOLTO DOUGLAS.

No. 96.

Report from Captain Walker, of the Expeditionary Steamer "Sunbeam," giving an Account of the Expedition up the River Niger in 1861, *and inclosing Journal of Proceedings.—(Communicated to Earl Russell by Mr. Hamilton, December* 1861.)

Captain Walker to Mr. A. Hamilton.

(Extract.) "*Sunbeam,*" *off Walker's Point Factory, River Nun, September* 28, 1861.

I HAVE now the pleasure to inform you of the "Espoir" and "Sunbeam's" safe arrival here on the 25th instant, after a most difficult, dangerous, and tedious ascent of the river, and our hasty descent.

I am glad to inform you that during the seventy-five days we have been up the river neither the "Espoir" nor the "Sunbeam" have lost any Europeans from sickness; this alone speaks volumes for the future opening of this noble river, notwithstanding the failure in realizing my cargo into produce, and the perfect impracticability of accomplishing more than one voyage up the river this year, from a combination of circumstances, partly unforeseen and partly that might have been avoided, if a more suitable gun-boat had been sent to escort the "Sunbeam" up the river.

I will now endeavour to lay before you full particulars of our ascent and descent of the river; my private journal, which I send herewith (I particularly request your special perusal of it), recording daily all particulars which came under my notice, from the date of our ascent of the river until my arrival here on the 25th of September.

My last letter to you, dated the 29th July, would show you that in consequence of the heavy draft of the "Espoir," one voyage up the river this year would be accomplished with great difficulties. I now confirm this statement—that, in consequence of the heavy draft of the "Espoir" in delaying our ascent of the river, together with the hostility displayed by the natives of the Delta and Aboh, both on our ascent and descent, I have been prevented from making more than one voyage up the river, and realizing my cargo into produce.

I must also state that we have had more difficulties to contend with up the river than we anticipated; the water was much lower this year than last, in consequence of no rain—this has been a great drawback to the "Espoir's" heavy draft; besides the natives in the Delta were all hostile, from Kpetema to Aboh. In consequence of this hostility, and the unsettled state of nearly the whole river, it was deemed prudent for the "Espoir" to remain up the river to escort the "Sunbeam" down.

Commander Douglas fixed the 20th of September for descending. I proposed the 28th of September to leave Lairdsport. I must remark here, that during the seventy-five days' absence up the river, I had only ten days for trading operations at the Confluence, and twenty-one days at Lairdsport, showing you that in so short a time I could not possibly dispose of my cargo, more especially as our absence last year rendered it doubtful to the natives whether any ship would visit them this year; they, therefore, had no produce collected, and very little time after the ship's arrival to collect it.

The Aboh people being hostile with us, were afraid to bring oil to Lairdsport for sale, and stopped their neighbours and the Oko people from trading with the factory; consequently my trading operations have been very limited.

Kpetema villages.—I am sorry to report that the "Espoir" had two of her white crew shot by the natives of these villages, which were destroyed by the "Espoir" on our ascent of the river; and upon our descent the houses were rebuilt, and immediately the "Sunbeam" and "Espoir" passed them the villagers fired a volley of musketry, and cried out, "Come back and burn our town again," showing you how little they cared for the destruction of their towns, and how little they feared the gun-boat. Every village, from Aboh to Kpetema, were all armed and ready to fight, if the gun-boat had attempted to fire coming down; one gun-boat has proved perfectly insufficient to put the hostilities down in the Delta. I am very sorry to state that the river is now left in a more unsettled and hostile state than before our ascent.

Aboh and Factory.—I am sorry to state that I have not received any compensation for the destruction and plundering of Aboh factory. I made a requisition to Commander Douglas, of the "Espoir," to call a meeting of the King and chief men to investigate the affair, but they refused to come on board, both on our ascent and descent, and attempted to seize the "Espoir's" boat, officer in charge, and crew. The Commander, considering the Aboh people to be too powerful for one gun-boat, steamed away from Aboh as quickly as possible. This, I think, will show you the present hostile state of the river.

Lairdsport Factory (*Onitsha*).—I am glad to inform you I found the people all well, but destitute of provisions and the common necessaries of life. I found 16 tons of oil here; 7 tons I left in 1859, and 9 tons purchased since my absence. Mr. Thompson, the manager of the factory, informed me that the natives intended to plunder the factory if the ship had not arrived this year. From my arrival this year to the 20th September I purchased 16 tons of oil, making 32 tons in all from Lairdsport. I have broken the factory up, and brought all the people down, and produce.

Lairdstown Factory (*Confluence*).—I am glad to inform you that I found the people belonging to the factory well, and Dr. Baikie and his party also, but, just as I anticipated, starving from want of provisions; this I very soon remedied. I am sorry to report I only found 642 lbs. of ivory, and 238 gallons of shea butter: I

purchased, during my short stay, 598 lbs. of ivory and 222 gallons of shea butter; if there had been time for me to remain here six weeks, I would have sold all my cloth, but unfortunately my time was short. This factory I broke up, and have brought the people and produce down. Dr. Baikie I left there, with a few Sierra Leone people.

Angiama Factory.—I found 1,237 gallons of oil upon my descent: broke up this factory also; brought the people and produce down in the "Sunbeam."

Walker's Point Factory.—I keep this open until I sell the 50 tons of salt which are now at Bonny, and I am in hopes of disposing of my cloth along with the salt: I shall do my best. I purpose also to pay off my kroomen with all cloth and velvet; they want guns and powder, but I have none; I will have some difficulty in pleasing them; they have been of great service to me.

Mr. Wm. Cole, manager of the Aboh factory, who proceeds home by this mail. I inclose you his statements of the destruction and plundering of the Aboh factory. I send you, herewith, copies of his instructions from me, copy of his agreement and account of wages. In consequenee of the King and Chiefs of Aboh refusing to come on board the "Espoir" to hold an investigation, I have been unable to learn more, at present, than his own statement, having, as he states to me, lost all his books and documents in connection with the factory: it is very possible that I may glean something further by the time I reach England; in that case, perhaps, you will postpone settling finally with him until my arrival there.

Fuel.—I am sorry to report that in consequence of the "Espoir" taking the ground so frequently, and towing her off with the "Sunbeam," I have consumed more fuel than I should have done. I inclose you an account, showing you my expenditure and what remains in stock from the 100 tons received from the "Lord Dufferin."

Mr. Taylor and his party have arrived from Bonny in Her Majesty's ship "Bloodhound," and as Mr. Crowther has decided upon keeping up Angiana station, and building a large station at Akassa, he has promised to draw from me a large quantity of goods after the departure of this mail.

Inclosure 1 in No. 96.

Abstract of Captain Walker's Journal of the steam-ship "Sunbeam," River Niger.

Tuesday, July 30, 1861.—THROUGHOUT this day fine weather and cloudy. Served out quinine to the ship's company; people employed variously; raised steam and proceeded alongside of the "Espoir," to tow her across the bank. At 1 P.M., about high water steamed full speed with the "Espoir" in tow lashed alongside of the "Sunbeam," but did not succeed, the "Espoir's" draft being 11 feet aft and 9 feet forward, and only 9½ to 10 feet water on the bank; tugged away for two hours, but did not succeed; cast off and anchored abreast of her. Engineers condensing water the remainder of the day. Despatched the gig with the mails for England for the mouth of the River Nun; thermometer at 6 A.M. 74°, very cold; 8 P.M. thermometer 86°, sultry in the shade. Found the tide gauges which I left in the water last night stolen by the natives this morning; made another, and set it again; put a watch on it this time. Lieutenant Glover's chart is very much wrong in this part of the river; he gives 4½ fathoms as the minimum depth, when it is only about 8½ to 9 feet from my experience in 1859, in my two ascents of the river in June and July 1859, also the present year and date.

Wednesday, July 31.—Throughout this day fine weather and clear, with pleasant breeze from south-west. At 9 A.M., Commander Douglas and the officers of the "Espoir," with two armed boats, arrived alongside of the "Sunbeam" for the purpose of visiting Ekebre village, being doubtful whether friendly or hostile. At 9·15 A.M., weighed, and steamed full speed up the river. At 10·10 A.M., anchored off Ogoobri village, and visited the King and chief men. Walked through the village, and afterwards proceeded on board. At 12·45 weighed, and proceeded towards Ekebre. 1·50 P.M., anchored off Ekebre. After dinner proceeded on shore, and walked through the town. The King and chief men visited the ship; Commander Douglas had a long palaver with them, and told them he be war king and that I be trade king, and any black man who molests my people when trading, he Commander Douglas had come to settle that palaver, and if any town want to war with white man, he go war with them; and if any man want to live at peace with white man, we would be friendly also, and trade with them. He impressed them with the importance to allow white man ship to pass their village without molestation. The King and chief men gave their assent to all the talk palaver, when the conference broke up.

I instituted inquiries why the natives fired upon the "Sunbeam" and "Rainbow," but did not succeed in extracting any information about the hostile towns. I have carefully noted this particular, that all the villages we have yet visited ignore all knowledge of the hostile towns, and of having any connection with them in any respect. 5·20 P.M., weighed anchor and proceeded towards the "Espoir" below Tuesday Island; saw about 300 yams at this village, but did not succeed in purchasing any; the owners of them wanted half a barrel of salt for seven yams, and refused besides to bring them alongside. Offered half a barrel of powder and half a barrel of salt for ten yams, but this was refused. At 6·7 P.M. anchored astern of the "Espoir," when her armed boats and men left the "Sunbeam," and proceeded on board the "Espoir." I find the water in the river has not risen more than 2 inches since our first arrival here, which is very unfortunate for me, as the time for disposing of my unsaleable cloth will be curtailed considerably, and the three intended voyages up the river this year is becoming very doubtful. I am beginning to think that one voyage will be executed with difficulty, all through the heavy draft of the "Espoir."

I am glad to note there is no sickness either on board the "Espoir" or "Sunbeam," which is a most fortunate circumstance. I am doing my utmost in forming pleasure excursions to keep the Commander and his officers, and men of both ships, cheerful and their minds occupied.

8 P.M. secured the boats and set the watch as usual; all guns and fire-arms in good working order; one gang of kroomen cutting firewood in the bush the whole day. Expended one and a quarter tons of fuel in steaming to Ekebre. Gave a dinner to the Commander and officers of "Espoir," and entertained them the remainder of the day; at 6·30 P.M. they left the "Sunbeam," and proceeded on board the "Espoir."

Thursday, August 1.—Throughout this day fine weather, with moderate breeze from south-west. Served out quinine to the people. Kroomen employed cutting and splitting firewood for the furnaces. Two boats and crew employed sounding for deep water, and buoying the channel; found 10 feet 6 inches at high water. Making preparations for towing the "Espoir" across the flats ahead of our position. Find very little rise in the river, which is most unaccountable at this period of the season. The only way which I can account for it is having no rain.

Thermometer ranging from 78° to 82° in the shade. 8 P.M., set the watch and secured the boats.

Friday, August 2.—Throughout this day fine weather and sultry. Served out quinine to the people. Engineers repairing the tubes of the boiler, and putting new ferrules in the tubes which I received by this mail. At 3 P.M. raised steam and took the "Espoir" in tow. At 4 P.M., when entering the buoyed channel, the "Espoir" took the ground, and before the hawsers were let go, the "Sunbeam" grounded also; laid out stern anchor, and hove taut on the cable, and went astern full speed, but did not succeed in getting her afloat before the tide commenced to ebb. Secured everything for the night, with orders to have steam ready at high water in the morning. At 8 P.M. secured the boats and set the watch, and banked fires for the night. Thermometer from 80° to 84° in the shade. The tide rises and ebbs 15 inches here, and spring tides about 17 inches ebb and flow. The "Espoir" and "Rainbow" lying close to. I am glad to state that there is no sickness on board either ship; all hands well and cheerful, notwithstanding our difficulties and detention here.

Saturday, August 3.—A.M., fine weather but cloudy. Served out quinine to the people at 5 A.M. Commenced heaving on the stern cable and turned astern full speed, to get the ship afloat. Kept heaving and turning astern full speed until high water, but did not succeed in floating the ship into the deep. After breakfast ran out another chain cable, and secured it to a large tree on shore, and hove it taut. Noon; very cloudy, and inclined to be wet. P.M. Frequent showers of rain, with light variable winds. Secured everything for the afternoon tide. Engineers condensing water during the interval between high and low water. At 4 P.M. turned astern full speed, and hove upon the stern cable until 7 P.M., but did not succeed in getting the ship afloat; banked fires for the night. Expended $1\frac{1}{4}$ tons of fuel for this service to-day; made preparations for lightening ship in the morning. At 10 A.M. the gig arrived from the Nun Mouth, with a note from Mr. Hattersley; brought the fishing-seine, two turkeys, and two fowls; found them very acceptable, being out of all fresh provisions, and the natives in this locality are terrified at the warlike appearance of the "Espoir," therefore they make no visits to the ships now; at first, when we anchored here, they thought the "Espoir" was full of salt, but since they have ascertained that she is a "war ship," not a single visit has been made to either ship, and when any canoes pass by, they sneak away to the opposite side of the river.

I find the water has ebbed 12 inches and flowed $17\frac{1}{2}$ inches from my gauge-pole to day; the water has risen only 5 inches in sixteen days. The season appears to me to be very late. Where we are at anchor now, and find only 10 feet of water, Lieutenant Glover's chart shows $4\frac{1}{2}$ fathoms in November, showing that charts are very poor guides in this river. This river should be surveyed at the lowest ebb, or during the dry season. 8 P.M. secured the boats and set the watch. Thermometer 80° in the shade.

Sunday, August 4.—Throughout this day fine weather and clear. At daylight commenced heaving upon the stern cable, and discharged fuel to lighten the ship. At 10 A.M., after lightening the ship she floated into deep water; picked up the anchors and raised steam, and proceeded alongside the "Espoir," and lashed the "Sunbeam" alongside. Received all the fuel on board; washed the decks, and saw all clear for making a start on Monday morning, to cross the shoal with "Espoir" in tow. I find the water has risen $7\frac{3}{4}$ inches since our first arrival here on the 19th July. 8 P.M. set the watch and banked fires for the night, with orders to have good steam at 6·30 A.M. In the morning served out quinine to the people; no one on the sick list; remarkable fine weather, very little rain, which I think accounts for the slow rise of the water in the river. Sounded the shoals and found about 10 feet of water in the shoalest part of the flats. Proposed to Commander Douglas the necessity of putting his guns on board the "Sunbeam," and putting the anchors into the long-boat, and chain cable, and putting all his people on board the "Sunbeam" when crossing the shoals, but as usual without any definite result, and coolly received. Secured the boats at 8 P.M.

Monday, August 5.—Throughout this day fine weather but cloudy. At 6·30 A.M. the "Sunbeam" weighed anchor, and steamed full speed towards the shoals, with the "Espoir" lashed alongside, the water in her boilers being blown off to lighten her. When entering the buoyed channel leading over the shoals or flats, the "Espoir" grounded aft, when she swung round on her keel, taking the "Sunbeam" with her; let go the best bower anchor, and backed astern into deep water. When backing astern, the iron long-boat's painter caught the propeller, and sunk her almost instantaneously. Stopped the engines, when the "Espoir" dropped astern and anchored. Sent two boats to grapple for the long-boat when we very fortunately picked her up again, with the loss of the rudder and sundry small articles. After breakfast weighed anchor, and steamed across the shoal, and anchored immediately the other side of it as a leading mark for the "Espoir," waiting for the "Espoir" to follow. I find the water has risen 2 inches more to-day than yesterday; making the total rise $9\frac{3}{4}$ inches since the 19th July, 1861, our first arrival here. Making preparation for the "Espoir" to make another trial with her own steam. I find it not practicable to tow her with the "Sunbeam" in shoal water, and particularly when she touches the ground, both ships become unmanageable and damage each other. Sustained slight damage to the hull of the "Sunbeam" when the "Espoir" grounded, and on Friday the "Sunbeam" remained aground, and had very great difficulties in heaving her off again, all through the "Espoir" taking the ground when the "Sunbeam" was towing the "Espoir" astern. Served out quinine to the people. Thermometer 80° in the shade. 8 P.M. set the watch for the night, and secured the boats. No visitors from the shore; several canoes passing the ship up and down the river, but they keep the opposite shore when passing the ship, and watch their chance in the dusk of the evening.

Tuesday, August 6.—Throughout this day fine weather. Served out quinine to the people. About 7·30 A.M. the "Espoir" weighed and steamed towards the shoals. At 8 A.M. she took the ground. Fastened a hawser to the "Sunbeam," and steamed ahead with the "Sunbeam" to tow her over the shoal patch, but did not succeed. About 9 A.M., after heaving upon the hawser, and backing astern with the "Espoir," she succeeded in crossing the shoal patch, but unfortunately she took the ground abreast of the creek leading to Brass River. Fastened a hawser to the "Espoir" and steamed with the "Sunbeam" ahead to tow her off the ground, but the hawser parted, when the Commander ran out another hawser and kedge anchor, and hove upon it, but this failed also; fastened two hawsers to the "Espoir" and commenced steaming with the "Sunbeam" when the tide twisted the "Sunbeam" across the river towards the shoal, when I let go the hawsers and steamed ahead of the "Espoir." Anchored the "Sunbeam." Fastened two hawsers again to the "Sunbeam" and steamed full speed ahead, when she at last floated into deep water. Slipped the "Espoir's" bower anchor and cable, and towed her into deep water, when she anchored close to the starboard shore until she picked up her anchor and cable, and warp and kedge anchor. Proceeded over the shoal-patch with the "Sunbeam," and towed the "Rainbow" alongside of the "Espoir," and delivered her over to the "Espoir." Steamed ahead of the "Espoir," and anchored until she was ready to proceed. Sent the long-boat and gig well manned to assist the "Espoir" in picking up her anchors and cable. By some error in judgment the "Espoir" slipped her warp and kedge, and after the "Sunbeam's" boats along with "Espoir's" were grappling for it about three hours, failed in getting it. 5·30 P.M. weighed and steamed full speed, the "Espoir" taking the lead, notwithstanding the Commander and myself making arrangements for the "Sunbeam" to lead the way, so as to keep the "Espoir" afloat, the "Sunbeam" being the lighter drafted ship. At 7 P.M. anchored off Ekebre village astern of the "Espoir." 8 P.M. secured the boats and set the watch. Gave orders for steam at 5·30 A.M. in the

morning; banked fires for the night. Received a note from Commander Douglas to have steam at 5·45 A.M. Replied to his note.

Wednesday, August 7.—Throughout this day fine weather. At 5·45 A.M. weighed anchor and steamed full speed ahead, "Espoir" in company astern, "Sunbeam" leading the way. At 1 P.M. the "Espoir" took the ground abreast of the creek said to communicate with Brass above Tuesday Island, and immediately below Ekole village. Fastened to the "Espoir" stream chains and hawsers, and tugged away the whole day with the "Sunbeam," when, after persevering, she floated into deep water at 7 P.M. 8 P.M. set a strict watch, and secured the boats. At 4 P.M. observed at Ekole village, with my long and powerful telescope, the villagers walking about with muskets. I think Ekole is a dependency of Kpetema, the hostile villages. I am not quite certain, but it being so near the latter, there must be some connection. All fire-arms ready for action, both small and large. Quinine as usual. Thermometer 82° noon; at 6 A.M. 78°.

Thursday, August 8.—Throughout fine weather. Served out quinine to the people. At 9 A.M. weighed in company with the "Espoir;" the "Espoir" taking the lead for Kpetema villages. At 10·35 A.M. anchored off Kpetema villages; these are the villages which fired upon the "Sunbeam" and "Rainbow" in 1859. Commander Douglas sent a boat on shore, with an interpreter, to inform the King that his presence was required on board; a message was sent off from the King that he would be off as soon as he procured a suitable present for the Captain. The boat was again sent to the other two villages to call the Kings and chief men off on board the "Espoir" for the purpose of making inquiries, and what were their reasons for attacking the ships in 1859. About 1 P.M. the Kings and chief men arrived on board the "Espoir;" Commander Douglas put the question to the King about firing upon the "Sunbeam" and "Rainbow;" but they denied having done so, and rose up immediately from their seats, and expressed themselves that they wanted to go on shore, and hold a palaver about what they should say. Orders were given for them to sit down; but they would not, and jumped overboard before another word was spoken. Secured one of the Kings; but afterwards he escaped by jumping into the river, and swam ashore. The natives on shore took the alarm, and were running about with their guns and kegs of powder, when the "Espoir" opened fire upon the starboard village. After firing for about half-an-hour, the "Espoir's" boats were manned, and the houses set on fire; the "Espoir" then dropped down and fired into the others, and set them on fire also. Fired from the "Sunbeam" on the first village, after the "Espoir" dropped down to the others, and kept up the fire. I am sorry to report that two Europeans were wounded on board the "Espoir" from stray shots from the natives, who secreted themselves amongst the bushes above and immediately below the villages. At 3·10 P.M. weighed anchor and proceeded in company with the "Espoir," and anchored abreast of the upper village opposite Taylor's Creek. Found the village deserted, and did not consider it necessary to set this on fire. Made signals for the natives to come off and explain our objects, but not a person was seen. At 5·20 P.M. proceeded for Sobagrega. At 6 P.M. anchored about one mile below it for the night. At 8 P.M. set a strict sea watch, with orders to look out for the natives firing upon the ship. Secured the boats. Thermometer 6 A.M., 74°; noon, 82°.

Friday, August 9.—Throughout this day fine weather. Served out quinine to the people. At 7 A.M. the "Espoir's" boats were manned, and proceeded on a sand-bank to bury the man who was shot yesterday by the natives on board the "Espoir." At 8·30 A.M. weighed, in company with the "Espoir," and steamed for Sobagrega. At 9·15 A.M. anchored abreast of the village. Proceeded on board the "Espoir" with the interpreter, John Smith, and the Rev. Samuel Crowther. Commander Douglas manned his gig, and sent on shore, with the interpreter and the gunner in charge, to communicate with the King and chief men, and to invite them on board; but I am sorry to state that the boat returned without any satisfactory reply, and the natives appeared all in arms, and beckoned to the people in the boat that they would not allow any one to land at this village. The boat was again sent to try to induce the King to come off to the ship and explain his reasons for firing upon the "Sunbeam" and "Rainbow" in 1859, killing Mr. Kirkpatrick, second officer of the "Rainbow," and the Captain's steward of the same; but to no purpose. The boat returned with a message from the King that if we sent a boat on shore that he would send a canoe off alongside with two men in her: this was done, when the natives were brought on the quarter-deck of the "Espoir" they were asked the reasons why the King did not come off to the ship; the reply to this was, they had a message sent up from Kpetema villages yesterday, stating our operations there; and the King, of course, was afraid to come on board after yesterday's affair at Kpetema, and the King did not want war, but wanted peace and trade, and that he would not fire upon any more ships, whether they did not trade with his people, or stop at the village; two white flags were also hoisted on shore as signs that they did not want to go and war with us; but we might pass by without any molestation in future; the King's messenger was told that we wanted the King to tell us this himself. The messenger was sent on shore along with the interpreter; the interpreter returned with a message to say that if we sent off a thousand times the King would not come off to the ship. The Commander decided to remain all night and give them some time to think over the matter, and it was arranged to inform the King in the morning that white man's King sent to know why he fired upon white man's ship. No further communication was made. Noticed the natives on shore carrying muskets, and evidently prepared to resist an attack; a number of canoes passed the ship both up and down the river with powder and muskets in their canoes. The messenger also told us that they had removed the children and women into the bush, expecting an attack from us. During this day all hands stationed at the guns ready for immediate action. Dined with the Commander. At 8 P.M. hoisted the boats, and set the watch; a sea-watch kept, with strict orders to call me upon the least alarm. The other man who was shot yesterday through the head very ill, and very little hopes of his recovery. Thermometer in the shade 82°. Banked fires for the night.

Saturday, August 10.—First part cloudy weather, with a dense mist creeping over the land. At daylight barricaded the poop with shooks and topgallant forecastle to protect the men at the guns. The natives appear very hostile, all seem bent on resisting an attack upon their town; the ground at the front of their huts is covered with muskets and cartridge-pouches, and the stillness which prevails on shore evidently appears that they will not suffer their town to be burnt down with impunity. Both sides of the river opposite the ship's position, and particularly amongst the long grass, noticed a number of men with muskets walking about. I am afraid that the burning of Kpetema villages has not impressed them sufficiently with the importance of our power; however, it remains to be seen. At 8 A.M. Commander Douglas sent a message to inform me that he would weigh and proceed up the river. After breakfast prepared for weighing. At 8·40 steamed full speed for the next hostile town marked on the chart (Oloberi, Kiamah, and Optolo). At 12·30 P.M. anchored off the village Oloberi. Sent a messenger on shore for the King; but he sent a reply to say he feared to come to the ship, alleging as an excuse that he had heard that we invited the Kings of Kpetema village on board, and afterwards made them jump overboard, and blow their town down; but he also said he no fear too much, as he no do bad for white man. In order to facilitate the business, I proposed to meet the King at the landing-place, which Commander Douglas approved of. Proceeded in my boat and recognized the King, when he immediately shook hands with me, and promised to come off to my ship, but he no fit to go on board the devil ship, meaning Her Majesty's ship

"Espoir," provided I left a white man on shore; agreed to this and left Mr. Kelly, my second officer, when His Majesty came off in a canoe, with six powerful fellows as a body guard, thinking he was not quite safe even in the "Sunbeam." Invited him to eat and drink. When one of the "Espoir's" boats came alongside the King rushed into his canoe before I had time to speak to him, and off he went on shore. After dinner proceeded on shore to the landing, when I again persuaded him to come off, which he did. Received a dash from him and the second King; dashed them in return, as per general expense book. I then told the King what Commander Douglas instructed me to say to him, which is thus: Sobagrega fired upon the "Rainbow" in November 1859, and killed my nephew and a black boy, a native of Prince's Island, and that our King send this war ship to settle this palaver. And that we remained one day at Sobagrega village; but the King would not come off to the ship, nor treat with the Commander of the war ship ("Espoir"), but sent a very insolent message off to us that we must go up the river; and that if we sent on shore a thousand times he the King no fit to come off to the ship. Told the King very plainly that if the King of Sobagrega will not humble himself by paying a fine of twenty puncheons of oil, and acknowledge his fault, that them big palaver the war ship go set it by doing the same to Sobagrega as as was done to Kpetema. The King immediately agreed to go on shore, and if we stopped here two days be fit to settle them palaver. The King proceeded on shore with his retinue, seemingly well pleased. I informed Commander Douglas of the results of our interview, when he agreed to remain. Drew fires to save fuel, and cleaned the tubes. At 6 P.M. cleared up the decks, and saw all clear for an attack upon the ships; both small and large guns loaded. At 8 P.M. secured the boats, and set a strict watch. One officer on the watch, divided into three watches. Divided the dash with the Commander, viz., 1 goat and 10 yams. Thermometer 80° noon. 78° at 6 A.M. in the saloon.

Sunday, August 11.—Throughout this day fine weather. Served out quinine to the people. Nothing particular occurred to-day of any importance concerning Sabogrega. The seaman who was shot on board the "Espoir" at Kpetema villages died this morning. At 5 P.M. buried him on the opposite shore. At 10 A.M. the Rev. Samuel Crowther performed divine service on board the "Espoir," attended with part of my people. Commander Douglas sent a message on shore to the King to ask his permission to inter the remains of the departed seamen, when the King sent to say that the land belonged to the Commander, and might do what he pleased. After the body was buried, the King sent a message off to say that the ground in which the corpse was buried did belong to another King, showing very little trust is to be placed in what they say. Thermometer 80°. At 8 P.M. secured the boats, and set the night watch. Had very little communication with the natives, this being the Sabbath-day.

Monday, August 12.—First part fine weather. Served out quinine to the people. At 8 A.M. sent the interpreter on shore with a message to the King to know the result of his negotiations with the King of Sabogrega. He sent a message to say that the King of Sabogrega would not come off to the ship, and when his people fired upon the "Rainbow" in 1859, he was then absent from the town, and he punished several of his people for doing so, and promised in future not to fire again. If this had been told us by the King himself, it would have shown submission on his part; but as it comes from another King, and no reliance to be placed upon his statement, it therefore remains doubtful. The King also sent us a message to say if I sent three white men on shore as hostages, he would then visit the "Espoir." This, of course, was refused, when it was considered that no further information could be obtained from this people. Purchased from the people of these villages a quantity of firewood, a few fowls and goats. At 11·50 weighed anchor, and proceeded higher up the river. At 2·40 P.M. anchored for shoal water. P.M. fine weather, but showery. At 3·45 P.M., after sounding, found a passage in the middle of the river, with 4, 3, and 2½ fathoms of water: this is abreast or a little below the upper end of Stirling Island. At 5·40 P.M. anchored off the villages of Imblamah to communicate with the King. Sent the interpreter on shore with a message to invite the King off to the ship upon a friendly visit in the morning. The King consented to visit the "Sunbeam;" but refused to visit the "Espoir," alleging as an excuse that he was too old to swim, meaning that he heard how the King of Kpetema villages had to swim on shore from that ship. Noticed the white flag flying at all these towns, showing they understand the meaning of a flag of truce. The officer in charge of the gig which took the interpreter on shore saw several of the inhabitants of the village which we left this morning on shore, showing they all band together against a common enemy. At 8 P.M. set the tide-pole; secured the boats and set the watch. Found the tide-pole this morning showed a rise of the river of four inches in eighteen hours. Thermometer 84° at noon in the shade.

Tuesday, August 13.—Throughout this day fine weather. Served out quinine to the people. At 7 A.M. sent a message on shore to invite the King off to the ship. At 8 A.M. the King came alongside, but refused to come on board, alleging that he was too old to come up the side-ladder. Had a long palaver with him about the towns which fired upon the ships in 1859. He assured me that he be proper friend for white man, and he wanted a trading factory in his town, as the Brass trader cheated him and his people, and wished sincerely to live on good terms with white men; that his towns did not fire upon the ships. Received one goat from him as dash. Dashed him in return. Purchased a quantity of firewood and stock. Asked the King to proceed on board the "Espoir;" but he positively refused; took leave of him upon friendly terms. At 10·50 A.M. weighed and proceeded up the river. At 3·55 P.M. anchored off Agberi villages. Found the town which fired upon the "Sunbeam" and "Rainbow" in 1859 stockaded and warlike in its appearance, and the natives well prepared to resist an attack. Sent a messenger on shore to invite the King on board the "Espoir;" but he refused. Sent another message to him to know his reasons for firing upon the ships in 1859; and also to inform him that the "Espoir" was sent by white man's King to settle that shooting palaver upon the "Rainbow" and "Sunbeam" in 1859 by his people, and to come on board and deliver this message himself. He sent a message off that he would send his son on board if one white man was left as an hostage. Commander Douglas agreed to this, and left Mr. Hart, one of his people, on shore, when two Ebo men were sent in place of his son: sent them on shore with a message to the King to know the reason why he would not send his son, or come himself, after leaving an hostage on shore. The boat returned with the hostage, and a message from the King that he would send his son in the morning.

Wednesday, August 14.—Throughout this day fine weather. At 7 A.M. sent John Smith, the interpreter, on board the "Espoir," at the request of Commander Douglas. At 8 A.M. the interpreter informed me that he proceeded on shore with a message to the King of the village which fired upon the "Sunbeam" and "Rainbow" in 1859. He informed the King if he fired upon another British ship again his town would be burnt down. The King replied that he would not fire upon another ship nor boat again, saying that if he did so the gun-boat might come and blow the town down, and he begged to be forgiven for his past conduct, and promised to be peaceable in future. This message was delivered to the Commander of the "Espoir." The King refused to send his son, or come himself on board, but he sent a small goat and a bunch of plantains as a present: sent the dash to the "Espoir." Received a message from the Commander to prepare for weighing at 8·30 A.M. At 8·55 A.M. proceeded up the river taking the lead with the "Sunbeam," the "Espoir" following the

"Sunbeam." At 11·30 A.M. anchored immediately below the Warri branch to sound. Proceeded in the boa myself and sounded, to expedite our getting across the flats quickly. Sounded, found a deep water channel. Moored the dingy as a buoy, and proceeded over the flats. The "Espoir's" boat sounding opposite to the deep water channel. The "Espoir" proceeded up about two miles, carrying 3 fathoms, when she proceeded about two lengths ahead found only 10 feet. Proceeded with the "Sunbeam" over the flats and anchored in deep water to wait for the "Espoir." At 2·50 P.M. passed the Warri branch; very sultry and light breeze, Served out quinine to the people. Thermometer 86° in the shade. Observed a number of natives opposite Adiano village on the sand-bank, with muskets and cutlasses, and jumping about, pointing their muskets towards the ships; but they had the good sense not to fire them. Noticed all the villages which we passed to-day more or less armed, and prepared to defend themselves against an attack from us. At 6·47 P.M. anchored below Obi's farm for the night in seven fathoms water. At 8 P.M. set the watch, and secured the boats.

Thursday, August 15.—Throughout this day fine weather with moderate sea-breeze. At 6 A.M. weighed anchor and proceeded towards Aboh; 7 A.M. hazy: 7·30 cleared up again. Served out quinine to the people at 9 A.M. Anchored to wait for the "Espoir;" 9·20, weighed again in company with the "Espoir;" 11·35 A.M., anchored off the late Aboh factory, sent a boat with a message to invite King Ajeh on board. Commander Douglas and myself proceeded on shore and did not see a vestige of the factory, found several small huts belonging to King Ajeh built near the place where the late factory had been; proceeded on board again at 3·30 P.M. King Ajeh and his retinue arrived on board the "Sunbeam," his brother Akia proceeded on board the "Espoir." Opened the interview with Ajeh about the factory; he informed me the water washed it away in the night when he was at the Confluence, and his people took charge of the people at the factory and provided for them; this is King Ajeh's tale. At 3 P.M. despatched the cutter well manned and armed with Mr. Hunter in charge, and Mr. Watts, to Lairdsport, with letters to Mr. Thompson, Mr. Cole, and Mr. Macauley; instructed Mr. Cole and Mr. Macauley to proceed forthwith to Aboh and explain themselves about the destruction of Aboh factory. Dashed King Ajeh and his brother Akia as a matter of policy until the arrival of Mr. Cole from Lairdsport. At 6 P.M. the King and his suite left the ship. At 8 P.M. set the watch and secured the boats. Thermometer 86° in the saloon.

Friday, August 16.—Throughout this day fine weather and clear. Served out quinine to the people. At 7 A.M. despatched the gig to invite Tschukuma, the friend of white men, on board the "Sunbeam;" brother to Ajeh and the legitimate King of Aboh. At 9 A.M. Tschukuma arrived alongside with his retinue; proceeded on board the "Espoir" and introduced him to Commander Douglas as the friend to white men. Received from him one letter dated Onitsha, 14th July, 1861, from Mr. Cole stating that King Ajeh with his people premeditated an attack upon the "Sunbeam," and upon my arrival at Aboh to send an escort for Mr. Cole now situated at Lairdsport. Received from Mr. Thompson one letter dated 14th July, 1861, informing me of his distress and ill-health, but no deaths had taken place since my departure in November 1859. Received two letters from Dr. Baikie addressed to Tschukuma, Prince of Aboh, notifying his kind and good offices to all my people since my absence in 1859; also requesting me to pay him all respect due to his station, and reward him for his unremitting attention to all my people. Informed Commander Douglas of the circumstances of the case, and gave him the letters addressed to me from Mr. Cole, late agent of Aboh factory, and Mr. Thompson, agent of Lairdsport factory, and the two letters from Dr. Baikie addressed to Tschukuma; treated him to a glass of gin, and his people or followers, and showed him all round the ship. I informed Tschukuma that the "Espoir" came here to escort me, and she was a war ship sent by my King to inquire into the case of plundering and the destruction of the late factory at Aboh: he immediately made signs to the effect that that time Mr. Cole go come he go tell all the particulars relative to the factory; I therefore did not press him further, and directed the conversation to another subject. King Ajeh, the usurper to the Throne of Aboh, and he are apparently at variance; consequently did not enter upon the Government of Aboh. I invited him on board the "Sunbeam," the same time informing him that Commander Douglas of the "Espoir" did not come to dash him or any one else, therefore he must not be disappointed at receiving no dash from him; he immediately consented to this. I find King Ajeh is very much reduced in bodily health, and the Surgeon informs me that he is in a rapid consumption; I am much afraid there will be but few to mourn his loss, as he is very unpopular at Aboh. At noon received Tschukuma on board the "Sunbeam" with all due honours, and treated him to a repast, dashed him and his retinue as per general expense-book; received from him one bullock weighing 192 lbs. and a few yams; received a dash from the Queen, one goat and a few yams: he remained on board until sunset, when he left the ship highly pleased. Sent Mr. Kelly, second officer of the "Rainbow," on shore to shoot the bullock; at 8 P.M. returned with the bullock, divided it with the "Espoir." The officers of the "Espoir" visited Aboh and were much pleased with the town and the people; Prince Tschukuma entertained them at his residence. Received no intelligence from Lairdsport yet. The purser employed purchasing yams, stock, &c., brought by the natives for sale; received a dash from Prince Akia, one goat and a few yams—Ajeh's brother who plundered the factory by Mr. Cole's statement, as I am ignorant of the circumstances of the case until Mr. Cole's arrival. It is necessary for me to treat all the nobles of the country with due respect until the arrival of my agents from whom I shall have full particulars. Sent the launch with a strong gang of kroomen to cut firewood to save coals. Commander Douglas dined with me to day; after dinner visited the wooding party on the starboard bank of the river, found the ground thereabouts highly cultivated with yams and Indian corn. At 8 P.M. secured the boats and set the watch; fresh and pleasant breeze from the south-west. Thermometer 86° in the shade, 96° in the sun. Received on board Tom Lyall, Tschukuma's slave, whom I sent from Angiama with letters from me for Dr. Baikie; Dr. Baikie did not receive those letters in consequence of the bearer being driven back from Iddah by the natives, who appeared to be hostile at that period (March 1861), but from what I can gather now the people appear to be peaceable, but for a certainty I cannot affirm yet. No sickness on board either ship, and the weather is very pleasant, and the water is rising rapidly, and the whole appearance of the river has entirely changed its aspect for the better. The old site of Aboh factory has entirely changed from a plain country to high cliffs; the water has undermined it last year.

Saturday, August 17.—Throughout this day fine weather. I find by the tide-gauge the water has fallen 2 inches since our arrival here. Served out quinine to the people; supplied the "Espoir" with sundry provisions, as per ledger. One gang of kroomen employed cutting firewood for the furnaces; Mr. Kelly with the gig and crew on shore at Aboh town bringing off the bullocks which Tschukuma and King Ajeh dashed to me. Received from Tschukuma two bullocks, and one from Ajeh. His Royal Highness King Ajeh visited the ship to day in state in his barge decorated with flags from stem to stern. After breakfast he brought 300 yams and 7 goats and 10 fowls for sale; purchased them from him as per general expense-book. He also brought sixteen of his wives on board to receive their dash from me; I remonstrated with him about having so many wives, but he replied that he got plenty more on shore, these he brought were his principal wives. I told him that white men only have one wife, when he assented and replied that was good, but still insisted his wives should have their dash; to get rid of them dashed them one fathom cloth each. Dinner was announced when his Highness introduced himself into the saloon to partake of it; he being extremely polite allowed him the

great privilege of sitting at my private table; after dinner proceeded on deck, when His Majesty informed me that he intended to visit the "Espoir" and receive his dash from the Commander; being tired out with him and his retinue, was very glad when he left the ship. I did not introduce the subject respecting the plundering of the factory until the arrival of Mr. Cole; Mr. Hunter, second officer in charge of the launch, despatched for Lairdsport on the 15th instant for Mr. Cole and Mr. Macauley, not arrived yet. Asia, trader of Aboh, visited the ship and dashed me one goat and seven yams; gave him a suitable dash in return. Received a dash from Obe Arissa, Tschukuma's follower and principal confidential; dashed him in return as per general expense-book. At 8 P.M. set the watch and secured the boats. Thermometer 80° in the shade.

Sunday, August 18.—Throughout this day fine weather. Served out quinine to the people at 10 A.M. The Rev. Samuel Crowther performed divine service on board the "Espoir;" attended with part of my people. Noon calm and sultry weather. At 5 P.M. Mr. Hunter, in charge of the cutter, returned from Lairdsport with Mr. Cole and Mr. Macauley, and the cooper whom I left at Aboh factory in November 1859; also Mr. Dalton, assistant to Dr. Baikie, arrived in the cutter; he has been sent down by orders from Dr. Baikie to procure provisions for his party at the Confluence, and hearing of my arrival here he took a passage down. Questioned Mr. Cole respecting the Aboh factory and the property left under his charge: he commenced a long statement of grievances about King Ajeh, Akia, and his people; finding the statement being so lengthy, I proposed to him to write me a correct statement of all his particulars. Commander Douglas sent to inquire the news; proceeded on board the "Espoir," and related all particulars. I am glad to state here that our arrival at Aboh has been the means of saving Lairdsport factory from being plundered by the natives. Tuesday, the 20th of this month, being a very large market-day, it was previously arranged and preconcerted by both the natives of Onitsha and Aboh that if no ships came up to that date, the factory was to be seized and plundered, and the people taken prisoners. I learn from Mr. Cole that Dr. Baikie and Mr. Lyall are all well and in pretty good health, but very short of supplies; in short, they are now living upon credit from the inhabitants: prepared a good and substantial repast for Mr. Dalton and Mr. Cole, and left them to themselves for the remainder of the evening. The officers of the "Espoir" after church service visited Aboh town. 8 P.M. set the night watch and secured the boats, &c.

Monday, August 19.—A.M. Fine weather and clear. Served out quinine to the people. At 7 A.M. despatched the gig with Mr. Kelly, second officer of the "Rainbow," in charge with the interpreter, Smith, to inform King Ajeh, Prince Tschukuma, and Prince Akia, that their presence was wanted on board the "Espoir" to inquire into the destruction and plundering of Aboh factory; each of them were invited on board. Mr. Kelly arrived alongside of the "Espoir" with a message from them, stating that they would consent only to meet on the beach opposite the ships. At 2·30 P.M. King Ajeh and Prince Tschukuma and Akia arrived at their place of appointment opposite the ships; upon seeing them on shore opposite the ships, Commander Douglas sent on board the "Sunbeam" for John Smith, the interpreter; sent him on board the "Espoir," when the Commander sent him in his boat with the gunner to invite His Majesty King Ajeh, Prince Tschukuma, and Prince Akia, on board, to inquire into their conduct respecting the late Aboh factory, but their reply to this message was that they would not come on board, and we must go on shore to them: to this the Commander sent to inform them that he wished them to come off to the ship and hold the investigation; their reply to this message was as the former. Another message was sent to inform them that we would not hold any palaver on shore; to this message King Ajeh replied that he should not come on board, and would proceed to his town, and off they all went in their canoes to their town, leaving us in a dilemma. Commander Douglas expressed himself to me that he felt himself in a very difficult position what steps to pursue: that if he shelled the town now upon our ascent the people above might band together upon our descent of the river and attack the ship; he thought upon his descent of the river would be the best time to call them to account for their daring and outrageous conduct towards my people and the plundering of the factory. I agreed that upon our descent of the river would be the most judicious course to pursue, but to leave these people without inflicting punishment upon them would lower the prestige of white men, and embolden them to future acts of aggression upon Europeans stationed in the river, and would have a most prejudicial effect upon the opening up of the river at a future period; in short, my firm belief is, it would not be safe for any European to be left here, or any part of the river again, if these Aboh people are allowed for this grave offence to pass with impunity. Commander Douglas left the "Sunbeam" at 6 P.M. to consider over the matter, when he should inform me in the morning what steps he would pursue. Mr. Cole writing out a statement of the facts of the proceedings of the Aboh people towards him since my absence in 1859; also a statement of the plundering of the factory by Prince Akia and his slaves, with all particulars for the information of Commander Douglas. Noon sultry. P.M. inclined to rain. 8 P.M. set the watch and hoisted the boats up. I find by the gauge-pole to-day the water has fallen one inch in the last twenty-four hours.

Tuesday, August 20.—Throughout the day fine weather. Served out quinine to the people. No visitors to-day, and I am afraid we shall get none, as King Ajeh and Prince Akia begin to feel the full force of their guilt, and their bad conduct to the people left in charge of the Aboh factory. After breakfast proceeded on board the "Espoir" to offer my advice to the Commander respecting King Ajeh, Prince Tschukuma, and Prince Akia. I told him, as Dr. Baikie and Mr. Lyall had been in communication with the Aboh factory, and they seem to know all the occurrences at Aboh factory since my departure in November 1859, from letters which I have seen from Dr. Baikie, that it was better to settle the palaver upon our descent of the river; to this proposition he at once agreed. Ordered steam for 3 P.M. Noon very sultry; still no visitors from the shore, and very few canoes plying the river. I must confess that the Aboh people's conduct respecting the plundering of the Aboh factory is monstrous, and must be punished if the river is to be opened up; if this affair goes unpunished, white men may bid adieu to the Niger river, for they will not scruple to shed blood next. It becomes my duty to remark for the future benefit of the river that one gun-boat is most undoubtedly not sufficient to keep the natives in order, nor punish them when necessity calls forth; I question if two would be sufficient: a display of force must be attached to the river until the trade is thoroughly established. If the Government will not grant this force I would strongly recommend prudent merchants not to embark their capital in the Niger river. At 3 P.M. started for Lairdsport with the "Espoir" in company, taking the lead. At 6·40 P.M. anchored for the night half-way between Nidoni and Green Island; sent the people to supper. At 8 P.M. Prince Tschukuma, the only friend to white men that Aboh town can boast of, arrived alongside of the "Sunbeam" for the purpose of saluting me, and I suppose the true object of his late visit is to see how we feel upon their non-arrival on board yesterday to settle the palaver about the Aboh factory. Invited him on board to allow him to explain himself why he did not come on board when sent for, being white man's friend; he immediately replied that King Ajeh and Prince Akia would not allow him. Sent a message to Commander Douglas to say Tschukuma was on board the "Sunbeam;" he came on board and questioned Tschukuma and told him that upon the ship's return from the Confluence he hoped that his influence with the Aboh people there would be a settlement of the Aboh factory occurrences; to this he replied that he would do so. If he did not do so Commander Douglas told him that he must tell our Queen, and they would be declared enemies to Great Britain; he replied to this that he go set this

palaver, and he said the reason King Ajeh and Prince Akia would not come on board to settle the factory palaver was, they knew they had done wrong and were afraid; a full confession this is of their guilt. Treated him and his people to a glass of grog and some bread and beef, shook hands with the old gentleman when he left the ship, apparently very much alarmed that Aboh go lose white man's friendship for ever. Thermometer in the saloon 86°. 8 P.M. set the watch and secured the boats. One of the kroomen fell overboard and was drowned, belonging to the "Espoir."

Wednesday, August 21.—Throughout this day, sultry weather, with light breezes. Served out quinine to the people at 7·30 A.M. After sounding with the boats for a deep-water passage, started for Lairdsport full speed. Turned the engines astern, when suddenly the ship struck a snag beneath the water, and stopped the engines by the concussion. Anchored to ascertain the damage. Found one of the blades of the propeller broken, six inches, as if it had been chipped off; found no other damage. The Chief Engineer reported that the stern-pipe was getting hot, which it never did before; he thinks the shaft has got a slight bend. Filled the compartment with cold water until it worked itself down to its proper bearings. Weighed, and proceeded again in company with the "Espoir," the "Sunbeam" leading the way. At 6·45 P.M. anchored about seven miles below the Oko villages for the night. Thermometer in the saloon 84°. Mr. Dalton, Mr. Cole, one cooper, and Mr. Macaulay, on ship's provisions. Supplied the Commander and wardroom mess with fresh mutton.

Thursday, August 22.—Throughout this day fine weather. Served out quinine to the people. At 7·30 A.M. weighed, and proceeded towards Lairdsport, the "Espoir" in company, the "Sunbeam" leading the way. Noon, anchored off Lairdsport and fired a salute of six guns. Mr. Thompson returned the salute. The "Espoir" also saluted the factory. Moored the ships alongside of the wharf, and commenced landing shooks and hoops. Found Mr. Thompson well, and the factory much improved in buildings and stores, and a mud-wall built round the factory inclosing the stores. Commenced taking stock of goods on hand at the factory. I find twenty-one puncheons of palm oil in the oil-store ready for shipment. Making preparations for landing cargo. Informed the natives to bring their palm oil to the factory for sale. Commander Douglas, with his officers, visited the Mission Station; myself busy at the factory, and preparing to open trade. I informed the King that we intended visiting His Highness to-morrow, for the purpose of saluting His Majesty and settling all differences between my people and his people. 8 P.M., set the watch and secured the boats. Mr. Langley, with his family, left the ship to-day for the Mission Station; provisioned them to this date since their arrival.

Friday, August 23.—A.M., fine weather and cloudy, inclined to rain. Served out quinine to the people. Employed throughout this day landing cargo and storing it in the factory. Coopers making up puncheons; carpenters repairing the boats. At 10 A.M. the Commander of the "Espoir," with an escort of marines, and his officers, arrived on the beach; accompanied them to the King's Palace. After reaching the Palace the King refused to give the Commander a chair or stool of any description to sit upon. On this refusal the Commander became indignant at the King asking him to sit upon the ground, while he (the King) was sitting upon the Throne in great state. The King was told, unless seats were given to the Europeans to sit upon, he should not treat with him, but return on board. The King still persisted in refusing, when the Commander left the place and proceeded on board; accompanied him. P.M., light showers; every appearance of rain. Thermometer, at 6 A.M., 76°; noon, 84°. At 4 P.M. the boat belonging to Lairdstown factory arrived alongside of the "Sunbeam" with letters from Dr. Baikie and Mr. Lyall. From letters received, all at the Confluence are well. Set the tide-pole. No trade commenced to-day. The chair affair with the King will not improve my trade until it blows off. The King is afraid that the war-ship has come to make war upon him, therefore it will take a day or two to remove this impression.

Saturday, August 24.—Throughout this day, fine weather. Served out quinine to the people. The officers and crew employed throughout this day breaking out cargo and landing it at the factory, and storing the same. Myself and clerk employed making out the invoice of cargo for Lairdsport, and writing out instructions to Mr. Thompson, manager of this factory. I am also very sorry to have to write the following remarks, which is thus: because the King of Onitsha will not violate a very old custom by giving the Commander and white men chairs to sit upon when in his presence, he (the Commander) will not allow me to dash the King and Chiefs, and tells me that, if the King is not very civil, he (the Commander) will stop trade. It is customary to call the King and Chief men of this town, upon my arrival, to salute each other, and to receive friendly presents and settle trade matters with them. I purposed doing this yesterday, but was deterred from this by receiving a note from Commander Douglas, requesting me to give no dash to the King until he built another throne, as high as the King's, for the Commander to sit upon; it also intimated to me that he would inform me officially when he should descend the river; and he says he thinks the 20th September he will start for the mouth of the Nun, leaving me no time to trade my goods off, besides putting the Onitsha people in a state of fear and trembling, and stopping my trade by his extravagant ideas. Proceeded on board the "Espoir" in reply to his note, but received no satisfactory answer. Thermometer 76°; noon, 84°.

Sunday, August 25.—Throughout this day, fine weather. Served out quinine to the people. At 9·30 A.M. proceeded, with my crew, to the Mission Station to attend divine service at the church by the Rev. S. Crowther. I am very glad to state that the natives of Onitsha were in full attendance, and conducted themselves with great decorum during the service. The Rev. S. Crowther preached from the seventeenth chapter of the Acts of the Apostles, and the twenty-second verse. The chapter was very well selected for the occasion, particularly the seat affair with Commander Douglas and the King, but I am afraid that it is a work of time to show the natives of this place the error of their ways and their superstitious customs. The very fact of the King of this place having to sacrifice a human being when he visits the market-place or walks about the town is monstrous. The refusing to give the Commander of the "Espoir" or any other white man, myself not excepted, a chair to sit upon when in his presence, is sufficient to show the amount of darkness which prevails in their benighted country, and the necessity of some effort being made by our fellow-countrymen. This is a fine field for zealous missionaries. It is enough to make one shudder to look around him, and upon every side utter darkness prevailing. Satan has complete dominion over this country. After service proceeded on board, when, much to my surprise, I found an official letter, dated Sunday, from the "Espoir," the purport of which was, I must be ready to proceed on my descent of the river by the 20th September, leaving me but about three weeks for trading operations. I was astounded at this; however, as the whole of the towns which we have as yet visited are hostile towards us, and I consider the escort of the "Espoir" of as much importance upon my descent as it was upon my ascent, I therefore wrote, stating that I should hold myself ready to proceed at the date fixed by the Commander of the "Espoir," at the same time informing him that I had very little time to dispose of my cargo, laid in for this market, and I have had it in stock since the 11th August, 1860. The visit to the King, the day after our arrival here, has prevented any trade from flowing in to the factory, as the people will not trade until the King receives the dash from me, and the Commander has actually written to me not to give the King a dash until he (the King) provides him with a chair as high as his (the King's) Throne; consequently, this state of affairs is preventing

the natives from trading, and making them shy in coming for trade. I hope the Commander will see his error, and ignore the King altogether, as it is as much as his Throne is worth to break his ancient customs, more especially as I am going to break up the establishment and withdraw the people. At 4 P.M. Commander Douglas and myself walked up to the Mission Station, and had a long chat about the King and this chair palaver. Thermometer 84°. At 8 P.M. secured the boats and set the watch.

Monday, August 26.—First part fine. Served out quinine to the people. The crew and krooboys employed landing cargo at the factory, and storing it. Myself and clerk employed making out the invoice of cargo for Lairdsport, and arranging accounts. At 10 A.M. the Governor of Onitsha, with the Chiefs, assembled in the factory; Commander Douglas and the Rev. Samuel Crowther were present, also myself. The Chiefs wished to come to some understanding about the chair affair with the King and Commander Douglas. They said that the custom of their country was not to allow any person to sit in the presence of their King, and when this law was made no Europeans visited their country, therefore it was not intended for white man; but since the white men have now established themselves in their country, they wish to call the people and Chiefs into the presence of their King, and abolish the custom of not giving seats to white men. They said it was not fitting for white men to sit on the ground in the presence of their King, and they themselves did not like the custom, and would do their best to influence His Majesty to break down through this law. They also said that the King had no objections to allow the white man to bring his own seat. To this the Commander objected. If the King sent to borrow seats himself for the occasion, he (the Commander) would have no objection to this; but the King declined this by saying he had no seats himself, and did not understand making seats. Of course it was very plain the King did not intend to yield to the Commander's wishes, therefore the Commander gave up the idea of accomplishing his object in being allowed to sit as high as the King in his presence. I advised the Commander to desist from any further attempts to break one of their superstitious customs, more particularly as time was of very great value to me; and no sign of trade being opened until this seat affair was settled, it was agreed by the Commander to give up the matter, and I was at liberty to talk about trade. I immediately told the Chiefs that I was ready for opening trade with their people, and desired to send for the King's son, and would give the King his dash first. They immediately said, No, we must settle the seat affair, as it had caused great excitement amongst the people, and could not speak about trade affairs until they go and tell the King what had been said at this meeting. Being very anxious to proceed to my business, to prepare the ship for starting for the Confluence, gave orders to Mr. Thompson to dash the King and Chief men, and have no more talk concerning the seat with the King. The Commander thought proper to write me on the subject not to dash the King, and said he would stop trade if the King was not very civil. When I received this note I had an interview with him about my trade, telling him trade was not opened until the King was first dashed. To this he replied, We shall send messengers; and the Rev. S. Crowther was appointed to negotiate with the King about the chair palaver. Made all necessary preparations for starting in the morning, with the "Sunbeam," for the Confluence. Thermometer 82° in the shade.

Tuesday, August 27.—Throughout this day fine weather. Served out quinine to the people. All hands wooding ship. At 11 A.M. proceeded on board the "Espoir" to take leave of Commander Douglas; he promised to assist Mr. Thompson, if required. Shook hands, and proceeded on board the "Sunbeam," raised steam, and proceeded full speed for the Confluence. Grounded twice for five minutes; reversed astern, when she floated. At 6·30 P.M. anchored for the night above Walker's Islands, about four miles. Found a new shoal at Long Island; also a new channel at Walker's, from 1859, showing the banks shift. I feel very tired to-night, and leave Lairdsport very different from any other time. If time would have permitted me I should have opened trade before I left. I have left full and complete instructions with Mr. Thompson, so I hope all will turn out for the best. All this hurry and bustle may be entirely summed up in this: that if the Commodore had sent a lighter-drafted ship to escort the "Sunbeam," it would have given me time to sell my cargo. At 8 P.M. set the watch; thermometer 84° in the saloon.

Two females came on board for protection from slavery, having been kidnapped and sold down the river, and now wishing to return. Sent them to the "Espoir."

Wednesday, August 28.—Throughout this day fine weather. At 6·30 A.M. weighed anchor, and proceeeded full speed for the Confluence. Served out quinine to the people. Kroomen employed cutting up firewood, quartermasters heaving the lead, and steering the ship, burning wood and coal. At 7·20 P.M. anchored for the night immediately below Lander's Island. Anchored half-an-hour for breakfast and dinner. To-day thermometer 86° in the saloon. At 8 P.M. set the watch, and secured the boats; banked fires for the night. I must remark that there has been very little rain this season, which is preventing the river from rising so rapidly as it is wont to do. I am afraid the river will not rise this year so high as last. I am informed by Mr. Thompson that there was much rain last year, and very little as yet this season. The river has to rise considerably yet, by the appearance of the sand bank, which I have passed to-day.

Thursday, August 29.—Throughout this day fine weather. At 6 A.M. steamed full speed for the Confluence. Served out quinine to the people. Kroomen employed cutting firewood. At 2 P.M. anchored off Iddah, for the purpose of visiting the Attah, or the King. Sent messengers to inform the King of my intended visit. Aboko, the Governor, I find is from home, and as the King cannot be seen by white men without his presence, Aboko's brother visited the ship to inform me that he would send messengers to the King, and he would inform me in the morning if His Majesty would honour me with an interview. Purchased several goats and a quantity of firewood from the natives of this place. Treated Aboko's brother to a glass of rum, and his friends, when they left the ship. Promised to remain until noon to-morrow, and if the King refused to grant me an interview, to start for the Confluence; told the messenger to this effect. Sent a short note to Mr. Thompson to inform him of my arrival here, by a canoe bound to Onitsha. Ordered the chief engineer to draw fires, to clean the tubes, and have steam by noon to-morrow. Painted the "Sunbeam's" name, with date, on the cliffs of Iddah; also a gauge of eight feet from the water's edge, to mark the rise of the river. At 8 P.M. set the watch, and secured the boats; Mr. Gray, chief engineer, much better. Thermometer ranging from 76° to 86° between the hours.

Friday, August 30.—A.M., fine weather, but very cold. The thermometer stood 66° at 6 A.M. Served out quinine to the people. Found the water has fallen 4 inches by the gauge-pole. 10 A.M., no messenger either from the Aboko or the Attah arrived on board, and being most anxious to reach the Confluence, started for the Confluence. At 11 A.M. William Thorpe, deck passenger, from Sierra Leone to the Confluence, departed this life, from jaundice. At 5 P.M. anchored about one mile below Bird Rock, and interred his remains on the port bank of the river. At 5·30 weighed, and proceeded. Anchored for the night at 7 P.M., abreast of the lower part of Maconoche Island. Found the channel above Smart Island completely altered to what it was in 1859; where 4 fathoms is marked on Lieutenant Glover's chart, to-day found only 5 feet, and a sand bank hove-up. Proceeded towards the starboard shore, and found deep water. Thermometer 84°. At 8 P.M. set the night watch, and banked fires with wood; burned wood and coal throughout the

day. The sailing has been very grand to-day, and the weather extremely fine; ranges of mountains on both sides of the river; reminds me of sweet home, sailing up the Clyde.

Saturday, August 31.—Throughout this day fine weather. At 6 A.M. weighed anchor, and proceeded for the Confluence. Found the rocks which were covered with water in August 1859, not covered to-day, showing the river is still low. At 4·45 anchored opposite Lairdstown Factory. Proceeded on shore, and found Mr. Lyall and Dr. Baikie quite well. I am glad to report that the situation of the factory could not be surpassed, and I am much pleased; and the proceedings since my departure in November 1859, there is a very great amount of credit due to Dr. Baikie for his exertions. It is entirely owing to his influence and interest that this factory is now in existence; and, moreover, through the influence of him with King Massaba, that the people are still in existence. They have been entirely living upon his hospitality, the goods which I left being all expended in 1861. Walked round the premises, and found everything to my greatest satisfaction. To my surprise and delight, Dr. Baikie has built a market-place for the natives to bring their produce for sale. It is much to be regretted that the enterprise is now going to be withdrawn, after so much has been done. At 8 P.M. set the watch, and secured the boats. Thermometer 106° in the sun, 86° in the shade; at 6 A.M. 65°.

Sunday, September 1.—Throughout this day fine weather. Served out quinine to the people. Hauled the ship alongside of the wharf, and rigged a stage. The Rev. Samuel Crowther left the ship, and proceeded in my gig for the Mission station at Igbegbe, the opposite side of the river. His people also left the ship. Thermometer 86° in the saloon; the weather very dry, the ground much in want of rain; everything seems parched. Visited Dr. Baikie, and spent the greater part of the day in his company. At 8 P.M. set the watch, and secured the boats.

Monday, September 2.—Throughout this day fine weather. Served out quinine to the people. Kroomen, under the chief officer, discharging cargo, and storing it at Lairdstown factory, in charge of Mr. George T. Lyall. Delivered to Dr. Baikie fifty-three packages of goods; also to the Rev. Samuel Crowther eight packages of goods; landed them at Igbegbe Town in the launch. Proceeded over in the gig with Mr. Crowther, and sent the launch, with bales of goods, before us. Arrived about 4 P.M., three-quarters of an hour going, and two hours returning. Visited the Mission station, and I am glad to say that it was much improved since my departure in 1859. Additional buildings have been made, and the premises much extended. Visited the King, and presented him with a suitable dash, and had a long talk about trade affairs. Explained to him that time was of very great moment to me, and he must tell his people that I leave on the 12th instant, allowing ten days only for trade. He brought out a large tusk of ivory, and said he had plenty more. He made inquiries about King Cloth, and promised to send his trading man at the factory in the morning, and open trade. Shook hands with him, and proceeded to the wharf. Left at 5·30 P.M., and arrived at 7·30 P.M. alongside of the ship—a very long pull. Thermometer 86° in the saloon. At 8 P.M. set the watch, and secured the boats.

Tuesday, September 3.—Throughout this day fine weather. Served out quinine to the people. Employed variously, discharging cargo, and storing it in the factory. Opened trade to-day, but the traders were so high in their demands, found it necessary to hold out. A quantity of Shea butter and ivory came to the market for sale. The natives think, because the ship is limited to time, that they can get what price they ask. Myself and purser making out invoices of cargo. Landed at the factory; delivered all Dr. Baikie's packages. Thermometer at 6 A.M. 80°. I find the weather extremely sultry here, and no rain to cool the atmosphere. The King of Igbegbe sent his confidentials to look at the market, with one tusk of ivory to sell; after being two hours engaged showing my goods, and making an offer for it, failed in purchasing it. This tusk was only sent to try the market. I am only sorry that time is so short for trade, and the hurry of the "Espoir" makes things worse. Engineers repairing the steam funnel; carpenter fitting a new guard-board on the starboard side of the hull main rigging. At 8 P.M. set the watch, and secured the boats.

Wednesday, September 4.—Throughout this day fine weather. Served out quinine to the people. At daylight hauled the ship into the stream. People employed variously under the chief officer. Mr. Kelly and four kroomen employed at the factory, starting Shea butter. I found it necessary to open the Shea butter market by giving a measure of salt for a measure of Shea butter, my time here being so limited, and the natives having no idea of the value of time. Supplied Dr. Baikie with sundry goods from the factory. Thermometer 80° to 84° in the saloon. The weather has been rather cloudy to-day, and has the appearance of rain, which is very much wanted for the soil. The farmers are complaining very much for want of rain here, the season being much behind in consequence. Dr. Baikie has sent messengers to all parts of the country, to inform the people of the ship's arrival here for trade. Myself and clerk at work on the invoice of cargo landed; engineers condensing water; painters painting the outside of the ship. At 8 P.M. set the watch, and secured the boats.

Thursday, September 5.—Throughout this day pleasant weather, but still no rain. The tide-gauge showed a rise of three inches in the river. The crew variously employed, under the chief officer; engineers condensing water. Several tusks of ivory were brought for sale to-day, but the price which the traders wanted was more than I could realize in Liverpool. Purchased one tooth at a high price, for the object of opening the ivory market. A small quantity of Shea butter was also brought to the factory, purchased with salt. Received a visit from King Massaba's son; showed him all round the ship, and entertained him in the cabin for a short time, when he, with his followers, left the ship much pleased: dashed him, as per General Expense Book. Visited the King at the war camp, situated near the factory by King Massaba to protect the trade with the factory. Found the old gentleman a very fine person; dashed him a suitable dash, and received a dash in return of kolou nuts, and two large fowls; he promised to visit the ship to-morrow: assented. I find another of King Massaba's sons has arrived to-day from another war camp, situated higher up the river, for the purpose of seeing the ship, never having seen a ship before. Apparently I shall have plenty of visitors during my short stay here. It is very much to be regretted that the ship leaves so soon. About 300 people started up the river for produce, and I fear I shall be off before their arrival. Thermometer ranging from 80° to 84° in the saloon. At 9 P.M. set the watch, and secured the boats. Gave orders to the chief officer to allow no one out of the ship after 9 o'clock.

Friday, September 6.—Throughout this day fine weather. Employed variously. I am sorry to remark very little produce is brought for sale; the natives have gone into the country to collect it. Our non-arrival last year has prevented the natives from collecting produce this year, and the short stay which I am making, on account of the "Espoir," leaves very little time to purchase it. Thermometer 80° to 84° in the saloon.

Saturday, September 7.—Throughout this day fine weather. Served out quinine to the people. The people variously employed, under the chief officer. Purchased several tusks of ivory. Very little Shea butter brought for sale. Thermometer ranging from 80° to 86° in the saloon. At 9 P.M. set the watch, and secured the boats. Kroomen employed splitting firewood for the furnaces.

Sunday, September 8.—The captain sick, confined to his cabin.

Monday, September 9.—The captain a little better, but still confined to his cabin. Gave orders to Mr. Lyall to supply Dr. Baikie with goods from the factory, and take bills for the amount.

Tuesday, September 10.—The captain still sick, and confined to his cabin.

Wednesday, September 11.—The captain sick with ague. At about 4 P.M. weighed anchor, and started for Igbegbe, to ship the Rev. S. Crowther and his people. At 6 P.M. anchored by the stern off Igbegbe Town.

Thursday, September 12.—At 10 A.M. started down the river. At 4 P.M. anchored off Iddah. Still unwell, and very weak and irritable.

Friday, September 13.—At 7·30 A.M. weighed and proceeded towards Onitsha. At 5 P.M. heavy rain and squalls. Anchored for the night two miles above Walker's Island.

Saturday, September 14.—At 7·30 A.M. weighed, and proceeded for Lairdsport. At noon arrived off the factory. Steamed into the cove, when the eddy took the starboard bow, and the strong current running down caught the stern, and before the engines were reversed she grounded on the back. Trimmed ship by the stern, laid the stern anchor out, and turned astern full speed, when she floated. Berthed the ship, and made preparations for shipping oil on board from the factory. Commander Douglas arrived on board, looking rather pale having been sick with fever. He informed me that he visited Oko village, with the "Espoir," to purchase fresh provisions. I find that King Ajeh has prohibited thd Oko people from trading with the factory, as well as the Asaba people since my departure. P.M., heavy rain, the river rising rapidly.

Sunday, September 13.—Fine weather at 10 A.M. The Rev. S. Crowther performed divine service to the ship's company. I am glad to say that I am much better to-day, but still very weak.

Monday, September 16.—Fine weather, and very sultry. Thermometer 90° in the saloon. At 6 P.M. heavy lightning, and every appearance of heavy rain. Employed throughout this day shipping palm-oil, and purchasing it from the natives. A small market was held to-day at the landing-place. A number of Aboh canoes arrived with oil for sale; bought four and a-half puncheons. Several traders from Aboh promised to return in three days with palm-oil for sale. Dined with Commander Douglas; afterwards visited the Mission station in the cool of the evening. Paid for the oil at the rate of one piece of Madras per one half barrel of oil (powder half barrel). Received twenty-one puncheons of oil on board. I am glad to note I feel much better this evening.

Tuesday, September 17.—A.M. cloudy, with rain. At 8 A.M. clear fine weather. At 10 A.M. Commander Douglas, the Rev. S. Crowther, and myself, visited Ibousi village, a distance of six miles from the ship. Spent the day walking round the town; was much pleased with the people and the country. Visited the Governor of the town, who was glad to see us; presented him with a suitable dash, and received a goat in return. The country here and the scenery is beautiful, and the people very industrious, and a portion of the land is cultivated. Passed large fields of yams on our way to the town. I am sorry to remark that the greater portion of the population of both sexes make use of no clothes to cover their nakedness, and seem to think they have no right to wear clothes. There is a fine field for Manchester cloth here, when the people are taught to dress their bodies with clothes. Chief officer and kroomen employed receiving palm-oil on board from the factory. Very little oil was brought to the factory for sale to-day by the natives.

Wednesday, September 18.—First part, fine weather; latter part, cloudy, with rain. Employed shipping palm oil and iron hoops, &c., from the factory. Very little oil brought to the factory for sale. Received from the "Espoir" five tons of fuel. Visited Oko village this afternoon to invite the people to open trade with the factory, but they declined to come to the factory, being afraid to come; these people are leagued with the Aboh people, and King Ajeh has influenced them to stop trade with us. Saw a number of Aboh people in the town, also King Ajeh's son, who informed us that Ajeh and his brother Akia were both secreted in the town of Oko, being afraid, no doubt, of the people delivering him to us on our descent; they are evidently afraid of the "Espoir's" warlike appearance, never having seen a war-ship before in the river so long. Commander Douglas informed me he would start for Aboh on the morning of the 21st instant, making preparations to that end. I am very sorry that trade here is so dull. It is just what I expected; the people have got to hear the factory is to be abandoned, and each party thinks it is because they have not treated us properly that we are leaving the river; they are all panic-struck, and do not understand our movements, which all tends to stop trade. Time is no object to these people, and it is a great matter to us; and to tell these people to collect their oil quickly, and bring it to the factory for sale, as the ships must go away, carries a degree of suspicion with it at this critical time, that I find it is much better to let things take their course. I must remark here that a few days before our arrival, in August, it was premeditated by the Aboh and Onitsha people to attack this factory and plunder it, similar to the Aboh factory; fortunately our timely arrival prevented this outrage from being carried into execution. The Chiefs of Onitsha, I am informed, have called a meeting to-day for the purpose of inquiring into the cause of our abandoning Onitsha; they themselves think it is because they have done us wrong, and fear has come over them that we are leaving this place on their account; they cannot understand that the death of Mr. Laird is the cause. Thermometer 84°.

Thursday, September 19.—Fine weather; cloudy in the evening, and inclined to be wet. Purchase four puncheons of palm oil. Employed shipping shooks, and making preparations for winding up the affairs of the factory. Sent a message to the Chiefs of Onitsha to meet the Commander of the "Espoir" in the morning at the factory, for the purpose of informing them of the reasons for breaking up the factory. Thermometer 84°.

Friday, September 20.—Fine weather the first part; latter part cloudy, with heavy gusts of wind. Throughout this day employed taking stock of the goods on shore, and shipping them on board. Sold the house furniture to the Rev. S. Crowther, for the Onitsha Mission Station. At 10 A.M. Commander Douglas, myself, and the Rev. S. Crowther, and the Chiefs of Onitsha, assembled in the factory for the purpose of informing them of our reasons for breaking up the factory; arranged with the Chiefs to take care of the factory; and no doubt some other white man would come and again open trade. They expressed their sorrow at our leaving them, and expressed a wish to allow some person to remain at the factory, as they were afraid that the Aboh people would come, after our departure, and destroy the factory, and that they were stronger than the Onitsha people; however, they faithfully promised to protect it to the best of their power. At 6·30 P.M. finished all that was of any value about the factory. Thermometer ranging from 84° to 90° in the saloon. Received all the people from the factory on board the "Sunbeam:" with the factory people, and passengers and crew together, number about ninety-three persons on board the "Sunbeam;" sent a few on board the "Rainbow" to sleep, being crowded on board the "Sunbeam." Made all preparations for starting in the morning for Aboh.

Saturday, September 21.—First part, cloudy weather. At 7 A.M. unmoored ship, and steamed into the stream. At 8 A.M. weighed, in company with the "Espoir," for Aboh; at 2 P.M. anchored off Aboh Creek; P.M. heavy squall with rain. Commander Douglas sent a boat with my interpreter to the town to call Prince Tschukuma. At 6 P.M. the boat returned with Tom Lyall, who informed us Tschukuma would visit the ship in the morning. Made arrangements to purchase a few bullocks. Thermometer 80° in the saloon. At 8 P.M. set the watch; 4 P.M. loaded small and large guns.

Sunday, September 22.—A.M. cloudy weather; P.M. cloudy, with rain. At 10 A.M. the Rev. S. Crowther performed divine service on board the "Sunbeam" to the people. P.M. Commander Douglas sent his gig to the town to bring off Prince Tschukuma, but he refused to come on board, alleging he was too unwell to visit the ship;

he also informed us that King Ajeh and Akia were at Oko village, confirming my statement to Commander Douglas when at Onitsha. At 4 P.M. sent the launch on shore to get a few bullocks for the "Espoir;" 7 P.M. the boat returned unsuccessful. Thermometer 80°.

Monday, September 23.—First part, fine weather. Commander Douglas sent his cutter on shore at 8 A.M. with Mr. Southwick, the Master's Assistant, in charge, to call Tschukuma on board to inquire into the plundering of Aboh factory. At 9 A.M. the boat returned, when Mr. Southwick stated that he was seized by the natives, when the boat's crew released him, receiving several cuts on the arm with cutlasses before they made their escape; the boat was chased by them down the creek. At 9·30 A.M. proceeded on board the "Espoir" to know Commander Douglas' intention of starting; he informed me he could not effectually destroy Aboh, and decided upon leaving immediately for the mouth of the Nun. When starting from Aboh to-day, in turning the ship's head down the river, she ran into the bush, and carried away the jibboom before her way was stopped; the engines were reversed before she ran into the bush, but the eddy caught her bow, and prevented her from swinging, and stopped her way. At 5 P.M. passed Kpetema villages; ran over a snag, which shook the ship very much; sounded the pumps, but found she made no water. I am sorry to report that the burning of Kpetema villages, on our ascent, has not had much effect upon them, for we had no sooner passed the village when they opened a brisk fire of seven guns. At 7 P.M. anchored off Ekole village, nearly opposite the Brass Creek, above Tuesday Island.

Tuesday, September 24.—Throughout this day, cloudy weather with rain. At 7 A.M. proceeded for Angiana in company with the "Espoir." At 9·30 A.M. anchored off Angiana; commenced immediately to break up the factory, and shipping the property; then received the July mails from Mr. Morris, forwarded by Mr. Hattersley. Proceeded on board the "Espoir" for the purpose of asking the Commander when he purposed leaving Angiama, and asked him to stay sufficiently long to enable me to settle affairs with the Chiefs and traders; but he replied he must proceed at 1·30 P.M. I could not possibly wind up my business in so short a time. He fixed upon leaving at 1·30 P.M., and seemed immoveable. Asked him to wait until 3 P.M., but he refused. Proceeded on board to hurry the work. I am sorry to remark here that the King of Angiana has died since my absence up the river. The Chiefs visited the factory, and asked me to inform the Commander of the "Espoir" to appoint one of the Chiefs King. I immediately hastened on board to write to the Commander, but before I reached the ship the "Espoir" was steaming down the river, much to my surprise. No sooner the Chiefs saw her depart, fresh claims for debts and work were made by the Chiefs, and they actually seized the empty puncheons on the beach until their demands were satisfied. At 7 P.M. finished receiving all the property on board. Weighed, and proceeded down the river a few miles; anchored for the night. At 7·30 P.M. set a strict watch and banked fires.

Wednesday, Septemder 25.—Throughout this day, cloudy weather. At daylight started, and proceeded for the mouth of the Nun; slowed at the villages from Angiama to Liambra; the King and Chiefs of the latter visited the ship; dashed them, as per General Expense Book; told them to bring their oil to Walker's Point Factory. Arrived off the factory at 11·50 A.M.; the "Espoir" only arrived at 9·30 A.M., after leaving me as she did, which is most discreditable to the Commander. Commenced landing casks, and fitting up the shop for trading purposes; making arrangements for paying off a number of my men, and sending them home by the "Ethiope." At 10 P.M. received the Nun mail-bag, but no letters from Mr. Hamilton, or Messrs. Laird, Fletcher, and Co; only one solitary letter from Mrs. Walker, and one from Captain French; about fifteen bags of rice and some vegetables for the "Sunbeam." The "Espoir's" mails arrived; found everything satisfactory at Walker's Point Factory and "Bessy," and all well, but very short of provisions. Settled all bills with the "Espoir" for provisions and coals supplied from the "Sunbeam."

Thursday, September 26.—Throughout, cloudy with passing showers. Employed landing cargo, and preparing the ship to cross the bar, and paying my people off. Fitting out the shop on shore for paying the kroomen, and opening trade with the natives. Factory people employed posting up their trade-books and balancing their trade accounts at each factory. Settled with the "Espoir" all public and private accounts. The King and Chiefs of Akassa visited the ship; they expressed their gladness at my safe arrival here; dashed them, as per General Expense Book. Impressed upon them to send their men for oil, and that I had fifty tons of salt at Bonny to be sold here; they seemed pleased. The Rev. S. Crowther visited Akassa and his new Mission Station; he informed me the King had been very kind to his people during our absence up the river.

Friday, September 27.—Throughout this day, landing cargo, and preparing the ship to cross the bar. Myself and clerks employed making out the people's accounts, whom I send home by this mail-steamer "Ethiope." "Espoir" preparing to leave for Lagos, and delivered the "Rainbow" up; moored her in-shore of the "Sunbeam," and sent one gang of kroomen to clear and look after her. Engineers condensing water.

Saturday, September 28.—Throughout this day, fine weather. Employed as yesterday. The "Espoir" left for Lagos. At 9 A.M. crossed the bar, and anchored outside, when the "Bloodhound" bore in sight, and anchored also outside the Nun Bar.

Sunday, September 29.—Throughout this day, fine weather. At 10·30 A.M. the Rev. S. Crowther performed divine service to the people. At 11 A.M. Her Majesty's steamer "Bloodhound" crossed the bar, and anchored off the factory. The "Espoir" left for Lagos. The "Bloodhound" has brought the Rev. S. C. Taylor and his party from Bonny, and provisions for the "Espoir;" the Commander had orders to proceed up the river until he met the "Espoir," but he has unfortunately been too late in his movements. Mr. Taylor and his party sent on board the "Bessy" until further arrangements are made.

Monday, September 30.—Throughout this day, cloudy, damp, disagreeable weather, with rain. Employed variously. The "Bloodhound" did not sail to-day, in consequence of the bar being too rough, and thick weather. Myself and clerk making out men's accounts, and preparing despatches for England. Thermometer 80° in the saloon. P.M. constant rain.

Tuesday, October 1.—First part, cloudy with rain. At 11 A.M. Her Majesty's ship "Bloodhound" left for Lagos. Mr. Dalton and his servants left the "Sunbeam," and joined the "Bloodhound." P.M. fine weather. Myself and clerk employed making out men's accounts, to send home by this mail. The chief officer and crew employed fitting a new jibboom and maintopsail-yard, and preparing the ship to proceed to Bonny. Mr. Kelly and one gang of kroomen employed discharging missionaries' goods on board the "Rainbow," and preparing the "Bessy" to tow to New Calabar. The factory agents making up their books and balance-sheets. Thermometer 82° in the saloon.

Wednesday, October 2.—First part, fine; latter part, cloudy with rain. Employed variously. Moored the "Rainbow," and delivered her up to the missionaries to sleep and live on board until their station is built at Akassa. Paying off kroomen, and preparing the ship to cross the bar. Thermometer 80° in the saloon.

Thursday, October 3.—Throughout, damp, rainy weather. Employed ballasting the "Bessy," and preparing the ship to cross the bar. Paid off the Sierra Leone and Accra men to-day by bill of exchange drawn upon Messrs. Laird, Fletcher, and Co., and paying the wages of the deceased kroomen also. P.M. very wet, disagreeable weather. Thermometer 80° in the saloon.

Inclosure 2 in No 96.

Statement by Mr. Cole respecting the Destruction of the Aboh Factory.

THE following is a correct statement of occurrences at the Aboh factory since my appointment as Manager and Agent by Captain J. B. Walker on the 10th of November, 1859, up to the destruction of the said factory on the 23rd of October, 1860, and my subsequent captivity and ransom :—

On February the 3rd, 1860, my factory was broken into and some 20*l.* worth of cloth, tobacco, powder, &c., was stolen. I, in company with Macauley, succeeded in taking one man, who certified to the effect that he, in company with several of Ajie's slaves, had committed the robbery; he was then put in irons, and I sent to town to call together the Chiefs thereof: they, in reply, requested my presence in the town, with that of my prisoner, for the purpose of having an investigation. Their request I replied to, and then I was advised to place my complaints before Ajie. I did so, but received no consideration from him. I then appealed to Tschukuma and Akia for protection, and by them I was told that they had never been treated kindly by the white people, and, moreover, the factory and myself having been left in Ajie's hands, they did not see why they should assist me; but after some consideration, Tschukuma asked me what I required: my reply was protection. Akia and he then expressed a desire to remove me and my property to the other side of the river, where they would erect a dwelling-house for me, for they consider that my life would ever be in danger as long as I remained so totally unprovided for; their kindness I refused, but stated my willingness to place myself in their hands, provided they would furnish me with two men, such as watchmen. My request was granted, and I returned to the factory after a palaver of some seven and a-half hours' duration, in the interval of which my factory was entered by ten of Ajie's slaves, who thrashed my cooper, and expressed a determination to burn the factory down. This was also related to Ajie, Akia, and Tschukuma, but it received no check on the part of the former, for after I had lodged my charge in the presence of his slaves, he merely told them to steal no more from me; thus passed my first palaver with Ajie.

On the 18th day of this same month, Ajie came to purchase slaves upon my premises, and to pay for them in salt, the said salt being then in some puncheons belonging to me, I having allowed him the use of them, thinking that, by so doing, I might secure his friendship. Not wishing to meet Ajie after his rascally treatment towards myself, I walked into my house and closed my door, leaving Macauley outside to keep a good look-out, for his visits always end in robbery, after a deal of fuss and bother between himself and his slave-sellers. Ajie sent Macauley to ask me whether I would allow him to breakfast in my house; I replied, No, stating that as he had treated me on every occasion with the greatest disrespect, I could not think of having my house filled and pilfered by him or any of his slaves. In answer to this, he immediately burst open the door and rushed in upon me, and seized me by the throat, and it is owing to Macauley's timely interference that I was unhanded. Being foiled, he called his people around him, and made them kiss his largest toe, and likewise swear to kill me; they did so, and the upshot of the oath, was Ajie setting some of his people to surround my factory, the purpose of which was to keep me from taking food that day. Upon seeing me at my bedroom window he, that is Ajie, made a second attempt to seize me, but he was again deterred, and in the course of some two or three hours he had paid away his salt, for which he received several slaves; upon this I requested Ajie to remove a puncheon of salt which had been left in my possession by Mr. Lyall, in security for some goods that had been advanced to Ajie by him. Ajie consented to do so; I then took him into the store, and handed over the salt to him, but upon seeing it, he rose up and uttered a most barbaric scream, he swore he would not receive the salt, asserting that some of it had been stolen, which was, indeed, a fact, and I told him so (for his slaves, on the 3rd of February, had also stolen the salt), and, of course, he would have to suffer the loss. Upon hearing this, he gave a peremptory order to his slaves to remove a puncheon of oil belonging to me; I dared him to do so, and after a most vexatious palaver, he removed the salt, which done, he again called upon his people to put me in irons, but this they did not venture to do, but a second oath was taken, to the effect that should I be found in the town of Aboh, they would seize upon and iron me; he then took his departure, after a stay of twelve hours, during which time I was not permitted to eat, for his people had taken up a position so as to intercept any of my people. Thus passed my second palaver with this individual.

March 23.—This morning several of Ajie's slaves entered my yard for the purpose (so they stated) of killing me; but displaying a little stratagem in my movements, they retired.

April 18.—My store was entered, and some few articles were stolen, but the thief escaped, although we have since been informed that Ajie was the instigator.

April 21.—Captured one of Ajie's slaves, whom I found, under suspicious circumstances, about the factory, and who has since been proved to be a most notorious thief, and also to be the same fellow who stole a carronade from the factory.

June 1.—My canoe was stolen; a robbery was attempted at the store.

June 23.—Received from Dr. Baikie two letters concerning the behaviour of Ajie, and what the consequences must be.

July 5.—This evening my factory was broken into by one of the watchmen given to me by Akia. Early on the morning of the 6th I called my people before me, besides those in the employ of Mr. Lyall, who has lately arrived here from Lairdstown, and Akia's slave was missing; a search was made for him, and it was surmised that he had gone to the town, or that he is now with his master, Akia, who is now opposite the factory preparing his canoes for a trip to Iddah; however, a watch was instituted, and the slave was caught and, by Mr. Lyall's orders, put in irons. Akia hearing of the same, came up to the factory and demanded the release of the prisoner, but a refusal was given to him, and he went away declaring that I should keep the slave as the payment of 9*l.* or so of goods advanced by me, in order to secure his friendship to the factory; no reply was given to him, but presently some 150 to 200 men armed with muskets, spears, and matchets, appeared before the factory, and carried the prisoner away by force; the handcuffs that were upon him being Dr. Baikie's property, Macauley was told by Mr. Lyall, that if they were lost, he (Macauley) would have to pay for them; in order to recover them, Macauley laid hold of the prisoner, and, for so doing, he received an unsightly matchet-cut upon his wrist. Akia then withdrew his men, and sent them to take a carronade then lying in my yard, and in doing so my fencewood was most wilfully broken; such done, Akia expressed a desire to take me as a prisoner up to Iddah, but one or two of his head men being friendly towards me, resisted the demand, and they left for Iddah, where Akia has since bought about 1,000 bows, with a complement of poisoned arrows, for the purpose of arming his slaves.

July 9.—Ajie, attended by a small retinue of serfs, called upon Mr. Lyall and myself to try to conciliate matters, but we adopted the wiser plan, of referring our palaver for Captain Walker to settle. The cause of this visit was mainly owing to the tenour of Dr. Baikie's letter to him.

August 13.—This day Mr. Lyall took his departure for the Confluence, whither he is accompanied by my cooper, and a letter from me to Dr. Baikie, thanking him for his kindness in sending a letter to Ajie, and, moreover, to give him some slight idea of my past career at Aboh, and to request as to my future conduct.

September 1.—Tschukuma has been living at the factory for some days past, and he continues to assert that a further residence at Aboh will be fraught with danger, especially to myself; and, moreover, as the ship has not arrived, Ajie will, if possible, seize upon the property.

September 9.—My cooper, Blenkinson, came back from the Confluence, bringing down advices from Messrs. Baikie and Lyall, to the effect that the Aboh factory had better be abandoned, the goods secured and given into the care of Tschukuma, who for his proverbial kindness towards the whites in general, has been titled, by Dr. Baikie, "the white man's friend;" furthermore, I was advised to remove myself and people to Onitsha, where, by the concentration of our people, we might succeed in keeping up the Lairdsport factory, until such time that we should be relieved. In consideration of my instructions, I took stock, made up my books, and secured the property; a rumour having got abroad to the effect that we were quitting the river for the purpose of retreating overland. Tschukuma compelled me to leave my cooper with himself in charge of my factory, and as a security for my cooper's safety he gave me his only child. I took the child, and on the 16th day of September we left for Onitsha, where I staid for a short period, very sickly indeed. On the 21st of October, Tom came up from Aboh with a message from Tschukuma, to the effect that the river was inundating the factory. The next morning by break of day, I left for Aboh, attended by two kroomen, the same who had refused to return to the Confluence with Mr. Lyall. By nightfall I was before the factory, and, very much to my surprise, I found my oil-store in ruins, and the store-part of the factory fallen, caused also, I believed, by the water. My next effort was to examine the state of affairs, and finding that the goods, &c., had not suffered very much, I sought Tschukuma's house, and there slept for the night. The next morning Tschukuma, myself, and our people combined, set about removing the property; as we were doing so, Akia came down from Oko, attended by a numerous train, a good-sized canoe was loaded and sent to the town. We next set to removing a hogshead of tobacco; but in doing so, the house flooring gave way, and the puncheon rolled into the stream, which was running, at that time, some nine knots an hour: Tschukuma, myself, and slaves in our wake, succeeded in checking its career some distance below the factory. In the excitement of the moment, I, with my people and several of Tschukuma's, proceeded to the town for the purpose of warehousing and sun-drying the property arrived at Tschukuma's house. I met Akia there, and by him I was very cordially received, nor did his countenance display anything unusual; after our salutations were concluded, Akia rose to depart, saying that he would send us some palm wine for our people. Little did I know that he was then bent upon destroying the factory, but shortly it was evidenced that he had his canoes and people nicely secreted in the bush, and from their hiding-place no doubt but our movements were watched. About half-an-hour after our greeting, I received a message to the effect that Akia had fallen upon the factory and seized upon the remaining property. My books were also taken, and all, or the greater portion, of the fixtures were smashed to atoms: I believe the loss will be some 1,208*l.* 9*s.* 10¼*d.*, or thereabouts. The following is a memorandum of the articles:—

	£	*s.*	*d.*
Goods, stores, and fixtures	308	9	10¼
Value of palm oil (11 puncheons)	400	0	0
Fixtures, &c., ...	500	0	0
	1,208	9	10¼

Upon receiving the before-stated message, I sent my cooper in advance of me, to see whether the report was correct or not; upon arriving in sight of the factory, he was observed by Akia's slaves, who were posted as sentinels, and who all rose up and pointed their arrows at him; but he sung out lustily, and Akia asked him for me, but finding I was not there, he, Akia, said it was well that I was not, for he had sworn to kill me; my cooper then returned, and met me on the way, and told me that I must surely fall if I attempted to face Akia; the natives, themselves, deterred me, and I was forced to remain quiet, for to attempt to recover the property would have been sheer recklessness, and not valour. The same night he sent to demand my head from Tschukuma, but he received such a reply that he remained quiet.

The next day I sent to ask Akia for his reason for destroying my factory and property: his reply was that Ajie was his brother, and he alone built the factory, and for so doing he had never been paid, and as the ship had been taken by the Orne people, he would let the white people know that he was as powerful, if not more so, than they are. Towards sunset Akia sent to Tschukuma for my body, either animate or dead; for he, Akia, was determined to send me as a messenger to his father, and, moreover, my cranium would be serviceable to him as a drinking cup. Tschukuma, in reply, said that should Akia require me, he must bring me over his dead body. Akia upon hearing this, posted his people, and told them to shoot me, and for that reason, I was obliged to live under cover for some four days; at the expiration of which, I sent to Akia for permission to leave Aboh, but he replied that I should never do so, and furthermore he would limit my walks to some fifty yards, and if I exceeded them, my life should be taken. Some ten to fifteen days afterwards, Macauley came down from the Confluence in company with the Atta's messengers, who came down at the instance of Dr. Baikie to ameliorate my condition, if practicable. Upon their arrival, several of Akia's slaves boarded the canoe, and stole several articles therefrom, amongst which was a box of apparel belonging to Macauley. The messengers had seen Ajie at Oko, and he most emphatically disowned the conduct of Akia, and, moreover, he cursed that excellent old man, Tschukuma, stating that he was the cause of the factory's destruction.

The Atta's messengers then went over to Akia and demanded my release, but they were asked how they intended to take me, for over the water or through the air I should not go as long as he, Akia, was in being. Upon this the Atta's messengers grew very timid, and refused to stay at Aboh any longer. The next day they left, and I, Macauley, my cooper, and the two krooboys, were thrown into captivity. My people had the option of leaving me, but they would not submit to my detention (which, most assuredly, would have resulted in my death if they had left me). Day after day we were kept so, and day after day Ajie was expected to arrive at Aboh. A few days hence he arrived, and he sent for me and demanded the property that was in Tschukuma's hands, to be given up to him. After a deal of senseless palaverings, each and every one tending to my death if I refused to do so, presently I agreed, and the goods were brought forth, and publicly exhibited to the populace. Upon seeing them, Ajie and Akia said that some of the goods had been kept back, and unless I produced them, they would put me in irons. Their reason for saying some of the goods had been kept back was this: when the late Thomas Fairweather came to Aboh, he agreed to pay Ajie some twenty puncheons in cloth, guns, and cowries, for erecting a factory; such was done, and the remuneration remains unpaid, and, moreover, when the said Fairweather came, he brought with him an extensive assortment of trade goods, the greater portion of which they thought I possessed. From hence sprang the notion that I had plenty on hand worthy of their attacking me to obtain, and now finding that they had been sold long ago by my predecessor, Mr. Lyall, it would be to their interest to slay me. Thus was I forced to submit to the caprices of such barbarians; in fact, Ajie even went so far as to seize my krooboy's drum, because he occasionally played to console himself.

Ajie seeing into what a scrape Akia had fallen into, does not seem to uphold him, fearful of the consequences that would follow; therefore it was that by dint of hard persuasion, and the granting of his demand for twenty pieces of cloth, he allowed me to depart peaceably in one of his trading canoes. Upon leaving, he dashed me a goat and six yams as provisions. At the end of five days I reached Lairdsport, from where I despatched Macauley to the Confluence, and my boy Tom to meet the ship, for I had received some intelligence that five vessels were then in the Delta. After so doing, I was prostrated by sickness, and for four successive months I was unable to remove from my couch. I have but little more to say, and that is, unless these people (by which I mean the natives of Aboh) are taught to know their position, it would be folly to attempt the establishment of trade, or anything else of moment, in this vicinity.

I am, &c.
(Signed) WILLIAM COLE,
Agent of the late Factory at Aboh.

P.S.—I may as well tell you that Ajie killed a man, and set the body in front of my factory as a specimen of his brutality, and immediately afterwards he sent to ask me what I thought of his power.

W. C.

No. 97.

Commodore Edmonstone to the Secretary to the Admiralty.

Sir, "*Arrogant*," *Prince's Island, November* 2, 1861.

I HAVE the honour to transmit, for the information of my Lords Commissioners of the Admiralty, a copy of my letter of proceedings to Rear-Admiral Sir Baldwin Walker, K.C.B, dated this day.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure 1 in No. 97.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

(Extract.) "*Arrogant*," *Prince's Island, November* 2, 1861.

REPORTS having reached me at Mayumba, on the South Coast, of disturbances being anticipated at the Bonny, consequent on the return of King Pepple; also of an outrage committed in the Benin, with urgent applications for assistance from both places, I started immediately for the Bights in Her Majesty's ship under my command, taking the "Philomel" in company, to visit the rivers.

At Fernando Po I had the satisfaction of meeting Captain Burton, Her Majesty's Consul, who informed me that, in the Old Calabar, a rising of the slaves against their masters was expected; and that the outstanding debts—the result of the trust system which prevailed for so many years in that river—especially to the house of Stuart and Douglas, were not yet paid, but that the native traders had promised payment, and it is expected that the palm-oil trade will likely be affected by the falling of the price in England; but, generally, matters were as quiet as usual. The "Bloodhound" visited the Calabar on the 23rd of September last.

Having coaled, I proceeded on at once to Lagos, and the "Philomel" to visit the first-named rivers. The arrival and presence off Lagos, so lately become a British Dependency, I found very opportune, although there can be no doubt that the place, as before reported, was ceded to us peacefully and without any actual compulsion; still some designing people had been inducing the King to believe that he was threatened, and forced to sign the Treaty, which was not the case.

I had a long interview with Docemo, who came on board the "Prometheus" with his Chiefs to call upon me, when I took occasion to point out as clearly and concisely as possible how much his own condition and that of the people of Lagos will be benefited by living under the protection of British laws, &c.; that if he could not assist us he must not interfere with us carrying out our routine of government, and that I should of course support the Queen's authority by every means in my power, peaceably if possible, but firmly. Although a dull and stupid man he appeared to understand his position after my explanation, and I do not doubt that matters will go on quietly.

The question of Slave Trade especially must be handled most delicately and judiciously, and ought to be the substance of much deliberation.

In the meantime I am happy to say the King of Porto Novo, Kosoko, and other influential tribes in the neighbourhood, are now our firm friends (*vide* Inclosure No. 2); but between the Alake of Abbeokuta and Acting Governor McCoskry a short but disagreeable correspondence has lately taken place, in consequence of the latter having endeavoured to mediate between the two tribes in the interior, and to stop the ruinous and endless war that was going on between them, there being a great commercial stake at issue, and it being very desirable that matters between us and the Abbeokutans should be put on a more satisfactory footing (of which Inclosure 3 is a copy).

I have requested Captain Burton, who was on the spot at the time in company with Commander Bedingfeld (both volunteers), to proceed to Abbeokuta for the purpose above-mentioned.

It may not be out of place here to state that the latter officer informs me that a very intelligent and influential Chief named Tappa, and living near Tappa, not very far from Lagos, and holding a large farm, is desirous of introducing and growing cotton, provided he could get any person from the Association to instruct him as to the mode of doing so.

The "Prometheus" remains inside the bar; her bottom is in a very defective state. The particulars I have communicated in a separate letter; but she must remain there until the "Handy" and a substantial force is sent out from England, and the place can be considered in a state of security.

I have now to inform you that the "Philomel" joined me at Lagos on the 19th ultimo, from the rivers, bringing the pleasing intelligence that the affairs in the Bonny have been most satisfactorily and properly arranged. King Pepple had been reinstated without difficulty, and a civil war had, in all probability, been avoided by the presence of the "Philomel" in that river

I inclose a letter from the Chairman of the Court of Equity in that river, explaining the state of affairs at the present moment in the Bonny (Inclosure No. 6).

The outrage in the Benin river alluded to in the former part of this letter occurred some months ago, and had been very much exaggerated. The natives of that river are amongst the most lawless in this country. Similar outrages on former occasions have been committed, but the entrance of the river being very shallow it is difficult to get at them; under these circumstances I think it would be better not to adopt any violent measures at present, especially as it is supposed that our taking possession of Lagos may have a good effect in the Benin; but I hope as the squadron in the Bights has been increased, to have these rivers visited more frequently than hitherto.

Before leaving the Bonny the "Philomel," by my orders, replaced the buoys at the mouth of that river.

I purpose leaving this island for St. Paul's de Loanda to-day, and should nothing detain me, will be at St. Helena about the end of the month, proceeding from thence to Ascension and the North Coast.

I am happy in being able to report that the squadron is generally very healthy, and the "Arrogant" particularly so.

Inclosure 2 in No. 97.

Commander Bedingfeld to Acting Governor Mc Coskry.

"*Prometheus*," *Lagos, October* 2, 1861.

Sir,

IN consequence of your note of the 17th ultimo, and the conversation we had upon the subject of Eginie market, I started in the "Brune" on Wednesday last, but found she could not get through the narrow channel near Palaver Island, in consequence of the shoalness of the water this year. I accordingly proceeded on from that place in my boat to Epé in the first instance, remaining two days afterwards visiting the market on my return.

I am happy to be able to inform you that I was received with the greatest consideration by Kosoko and his Caboocee rs, who begged me to have no apprehension whatever about their people at the market, as they wished to be on most friendly terms with the English, and would do nothing likely to offend them. They were all much delighted to hear the news confirmed that we had permanently occupied Lagos, and begged me to forward to the Government their desire to be allowed to trade at Lagos when things were more settled, and assured me they would strictly abide by English law, and give no cause of offence to the Lagos people. I found Epé much improved and extensively cultivated, the Caboocceer Tappa having one farm of nearly three miles in extent. This intelligent, influential Caboocceer has made an attempt at cotton, but failed, in consequence of a want of knowledge of its cultivation; he now promises that if we would send him a man who understands a plantation, that any amount of labour requested should be forthcoming, as he would see after the people himself. Knowing the character of Tappa, his fondness for farming, and his immense influence over his people, together with an amount of energy seldom found in black men, I beg to call your especial attention to this, as I believe such an opportunity for a really good start for the cultivation of cotton on this coast has never been offered. The soil I should imagine to be admirably adapted, for the small quantity of cotton in some of the gardens was growing most luxuriantly. Tappa also tried an English potato somebody gave him a short time since, and got five good large potatoes from it. I was detained two days at Epé, as the first was entirely given up to rejoicing at my arrival, and we would not get over our palaver until Saturday; everybody seemed determined to show us as much honour as possible.

I was requested by the Sherrief Allie to intercede with Kosoko to allow a woman (said to be Sierra Leone) to leave for Lagos with her two children who had been detained. It seemed that the Sherrief has been in the habit of taking people up to Lagos and never bringing them back, so Kosoko determined to put a stop to it; but at my request he at once gave her up, declaring, however, she was handed over to me and not to the Sherrief. I promised to have her and her children registered as soon as I got to Lagos. Tappa at once gave orders to his people to take them up to the "Brune," together with a handsome present in the way of one bullock, sheep, and pigs.

I left Epé on the morning of the 29th, calling at Eginie Market. The King of Jaboo had ordered two houses to be built for Mr. Turner. The last market passed off quietly, the only disturbance being caused by a Lagos man—a dispute about some salt, which was soon settled.

I have, &c.

(Signed) N. B. BEDINGFELD.

Inclosure 3 in No. 97.

The Alake and Chiefs of Abbeokuta to Acting Governor Mc Coskry.

"*Aké, September* 30, 1861.

THE Alake and Chiefs send their respects to you and wish you health. The Alake and Chiefs thankfully acknowledge the receipt of yours, dated Lagos the 24th instant, in which you expressed your wish to come up, with the intention of effecting peace between the contending parties.

In returning a reply to your letter, the Alake and Chiefs beg you most earnestly not to exert yourself at all in this case, in which you have but limited views, so much as to take any steps towards it. You will do well to postpone your intention.

The Alake and Chiefs would request you to learn from any unprejudicial, impartial, and true people, which of the two different tribes, viz., the Egbas and Ibadans, that mostly delight in kidnapping, plundering, and making aggressive war, instead of pursuing lawful occupations. The Egbas have good reason to engage in this present war. You may, perhaps, have heard that the Jebus, the latter of whom have just arrived, have been out already against the Ibadans, and in some few months more the Ijesas and Ifis will make their appearance.

Why should these different tribes co-operate in fighting with the Ibadans had there not been reason? Who destroyed all the Ijesas and other neighbouring towns? Were it not the Ibadans who made yearly aggressive war? The Yorubas of Lagos made it their chief business now to bring before you false representations, and you readily believed them, without endeavouring to dive into the bottom of them in order to comprehend the truth.

The Alake and Chiefs desire you not to interfere at all in their war with Ibadan, inasmuch as you are totally ignorant of all their proceedings. When the time arrives that they should make peace one with another,

it will be done. You should know that the present war had been preceded by others which were afterwards settled between each other.

In conclusion, the Alake and Chiefs desire you to keep aloof from having any more words to say respecting the war. The Ibadans have taken possession of the town of the Egbas.

Inclosure 4 in No. 97.

Commander Bedingfeld to the Alake and Chiefs of Abbeokuta.

"Prometheus," Lagos, October 3, 1861.

ON the 24th ultimo a most polite letter was written by the Acting Governor, William Mc Coskry, Esq., to the Alake, offering, in most unoffensive terms and in conjunction with the Undersigned, to mediate between the contending parties in the present war, with a view to try if possible to effect peace, so desirable to all right-thinking people and to the prosperity of all concerned. The reply to this letter is one purporting to come from the Alake and Chiefs most grossly insulting Her Majesty's Representative and myself; although in the answer my name is not mentioned, in the letter it was.

After the first astonishment at this unprovoked measure it seems to me that surely the Alake and Chiefs cannot be aware of the purport of their letter.

If they are so I would ask them a question or two, and request they will answer me :—

Has England done anything for Abbeokuta to entitle her Representative to offer his advice without being insulted ?

Is Abbeokuta so strong that she will never more require the assistance of England, and that she can safely defy her powers ?

Does she consider it safe to pull the whiskers of a sleeping lion ?

I feel bound to call upon the Alake and Chiefs for an early explanation of their conduct before I take more active measures to bring them to reason, and have &c.

(Signed) N. B. BEDINGFELD.

P.S.—I inclose copy of the letter that has been forwarded to me, and trust it will be properly interpreted by the Alake and Chiefs, and that a polite answer should be sent to the proposal of the Acting Governor and myself.

N. B. B.

Inclosure 5 in No. 97.

The Alake and Chiefs of Abbeokuta to Commander Bedingfeld.

Aké, October 11, 1861.

THE Alake and Chiefs received yours dated the 3rd instant, with the inclosed copy.

The Alake and Chiefs have in the first place to affirm that their letter to W. McCoskry, Esq., the Acting Governor, which is considered to be one most grossly insulting Her Majesty's Representative, was written by their order to W. McCoskry, Esq., solely confined to him, exclusive to any one besides, and not in conjunction with Commissioner Bedingfeld; and it was written with the mere view of declining the offer made to mediate between the contending parties, and not with a view of insulting any of Her Majesty's Representatives.

The Alake and Chiefs are very sorry that this letter has caused any offence whatever, but they must not fail to remark that the Acting Governor has written to them also in stranger terms, and especially on one occasion by the late Captain Jones, 2nd West India Regiment, Mr. McCoskry, then Acting Consul, being conscious of the same; a very insulting letter, stating in the same that which neither he nor Mr. McCoskry would prove, and acting in direct opposition to the solemn promise he, Captain Jones, made to the Alake and Chiefs: but as they have no place to seek for redress, their own friend, the late Consul Foote, whom they knew and acknowledged to be Her Majesty's Representative, and who acted as such, being dead, they are obliged to take everything as they come, fully hoping that Her Majesty will soon send out another fit person to represent her in Lagos, who will not as a merchant seek the interest of a merchantman, but who will be, like his predecessor, Consul Foote, not easily biassed, and will sincerely and heartily seek the interest of the whole country at large.

The Alake and Chiefs, not intending to insult Her Majesty's Representative by their last letter, were not aware of the same, but would answer the questions proposed, viz., the Alake and Chiefs do sincerely acknowledge with much thankfulness that England has done much good for Abbeokuta, more than even mouths could express, and they are always grateful for the same, and had never occasion to complain, excepting since the death of Consul Foote.

The Alake and Chiefs will also state that all of Her Majesty's Representatives who have been in Lagos and elsewhere could not truly say anything of them but what will be to their credit and favour, and that they cannot produce a letter of theirs to them that will prove insulting or offensive, but that they have always endeavoured to show to them how grateful they are for what their Queen has done for them.

The Alake and Chiefs beg to state that Mr. McCoskry as a merchant has been prejudicial with the Egbas, and never once spoken in favour of them before he obtained the office of acting as Her Majesty's Representative at Lagos, either as Consul or Governor. As the Acting Governor he now stands the chance of not only speaking, but acting against the Alake and his subjects; therefore the Alake and his Chiefs and Elders beg to have no further communication with the Acting Governor respecting the present war.

The Alake and Chiefs are of opinion that Commander Bedingfeld cannot be fully alive to the true state of things as they really are, and therefore would strongly recommend and invite him to come up to Abbeokuta in order that he might see with his own ears and then give his sound opinion and judgment afterwards.

The Alake and Chiefs are of opinion that if Commander Bedingfeld would only make it convenient, and come up to Abbeokuta, he would be more enlightened about this confusive state of affairs, and will entertain a better opinion of them and their subjects, and consequently come to a better understanding.

2nd. The Alake and Chiefs, in the second question, are aware that they will sooner or later request the assistance of the English, and they cannot defy her powers, but are of opinion that England does not exercise her powers unjustly and rashly upon innocent native people, excepting there are some malicious persons to

represent things in a contrary light, which they are afraid is now the case (making what is right to appear wrong), to the higher authorities or Home Government in England, and state what they cannot prove to be facts, only for want of careful investigation, as was almost the case in the late proceedings, when Lagos was about to be colonized, which statement appeared in the "Free Press," and was contradicted by the "Iwe Irohin."

The Alake and chiefs boast of their strength, not to the English, but to the Ibadans, who have taken possession of their lands; such being the case, the Alake and Chiefs think it is nothing but right that they should demand the same.

The Alake and Chiefs do not consider it safe to pull the whiskers of the sleeping lion, therefore they now beg to decline further communication with a prejudiced man like Mr. McCoskry (who is Her Majesty's Representative) in Lagos, a merchant, and one who seeks only his own trading interests, and nothing more, because if they do he is sure to bring them into some unpleasantness with the English (the lion), which they never intend doing.

And lastly, the Alake and Chiefs are sorry that there should be any unpleasantness or misunderstanding between them and the English Government at Lagos. As long as the present Acting Governor is there this unpleasantness will not cease to occur; therefore, to prevent further unpleasantness, the Alake and Chiefs will again state that they will no more correspond with the present Acting Governor on the subject, but will patiently wait for the proper Governor to come, or if Commander Bedingfeld can make it convenient to come up for a short time to Abbeokuta, they will feel happy to see him, as by his coming he might see things under better and clearer light, and some other arrangements might be made.

Inclosure 6 in No. 97.

Mr. Hemingway to Commodore Edmonstone.

Sir, "*Sisters*," *Bonny River*, *October* 14, 1861.

IN answer to your favour of the 7th instant, by Her Majesty's ship "Philomel" on the 10th instant, I have the pleasure to convey to you the sincere thanks of this Court for your considerate and prompt attention to this Court's application, made to you through Commander Bedingfeld, for a man-of-war's immediate presence in this river. At the time that application was made to Commander Bedingfeld the affairs in this river we considered in a very alarming state, and this Court has every reason to believe, from all that has occurred since the date of that request, that nothing could have prevented a civil war in the Bonny betwixt the two parties but an extensive fire that broke out in the town of Bonny on the Sunday night, September 1st, which destroyed one part of the town, and, it is our opinion, prevented any fighting.

Since then the King Pepple has been on shore in Bonny three times, and given this Court formal notice twice of his having taken possession of the town, and demanded twice from the merchants here payment of the comeys due from five ships that have arrived in this river since Pepple's arrival. This second demand Commander Wildman will convey to you a copy of, and this Court's answer to it.

This Court feels exceedingly grateful that you have made such arrangements as will for the future enable Captain Burton, Her Britannic Majesty's Consul, to visit this river more frequently, a circumstance most desirable, that the Consul and also the men-of-war should more frequently visit this important river, that has frequently seventeen and sometimes twenty sail of merchant-vessels trading here, varying from 400 to 1,250 tons. This Court wishes to impress upon you the great benefit the very appearance one of Her Majesty's vessels of war visiting this river has upon the natives, and this Court trusts that nothing will occur to interfere with your being able to carry out this request.

The arrival of the "Philomel" in this river was most fortunate, for her appearance here, and the dignified and gentlemanly manner of Commander Wildman's proceedings, have tended to settle the affairs in this river that would have remainded unsettled, and most likely terminated in a civil war and a complete stoppage of commerce had not one of Her Majesty's vessels been here.

In conclusion, we beg to refer you to the Commander of the "Philomel" for full particulars of all proceedings here during his stay.

I have, &c.

(Signed) REUBEN HEMINGWAY, *Chairman.*

EAST COAST OF AFRICA STATION.

No. 98.

Commander Oldfield to the Secretary to the Admiralty.

(Extract.) "*Lyra*," *Simon's Bay, December* 31, 1860.

DURING the six months four vessels for certain have been on the coast between Quiloa and Lamoo, and latitude 9° 0′ south, longitude 2° 0′ east, and three, no doubt, got cargoes, as upwards of 3,000 slaves were collected during the months of June, July, and August, by Messrs. B. V. Mas and Bernado, the former a merchant of some years' residence in Zanzibar, and the latter a slave-dealer, who came there for the purpose of supervising the shipping of the cargoes of the said four vessels, one of which was captured by the "Lyra."

Slaves to a large amount may be bought, and, without the coast be very strictly watched, shipped, from the dominions of His Majesty the Sultan of Zanzibar: 19,000 slaves were exported from Quiloa and the ports between it and Cape Delgado in the years 1859 and 1860.

Slaves are exported, as heretofore reported by me, from Ibo and Quillimane to an extent of some 2,000 to 3,000 annually from the former, and 1,000 to 1,500 from the latter place.

The import of slaves into the Comoro Islands and Madagascar is, I think, not in excess of the call of domestic and agricultural labour.

No. 99.

Commander Buckley to Rear-Admiral Sir H. Keppel.

Sir, "*Persian*," *Zanzibar, December* 31, 1860.

I HAVE the honour to report to you that, from the information I have been able to collect as yet, the Slave Trade seems dull at present about this part of the coast; Lieutenant-Colonel Rigby, Her Britannic Majesty's Consul here having caused the noted slave-dealer, Mass, to be banished from the territories of His Highness the Sultan of Zanzibar, and that person has been obliged to retire to Aden.

In consequence of his departure, a Spanish barque, called the "*Formosa Estrella*," intending to ship at Lamoo, has been unable to do so, and is at present lying in this port, having fallen into the hands of His Highness the Sultan, and been by him detained.

During the north-east monsoon a number of dhows and buggalows from the Red Sea and Persian Gulf, and other parts to the northward, come down to Zanzibar and adjacent ports; and when the south-west monsoon sets in, generally during the month of March, they steal slaves in the most barefaced manner, and depart to the northward with them.

These are neither more nor less than pirates, and Lieutenant-Colonel Rigby has written to the Government, and suggested that a screw gun-vessel should be stationed about Zanzibar during the months of March and April, which by cruizing actively could intercept numbers of them, a suggestion in which I fully coincide. Instances have been known of these dhows throwing the slaves overboard when they imagined they were pursued by a man-of-war.

The above is all the information I have been able to collect at present.

I have, &c.

(Signed) CECIL W. BUCKLEY.

No. 100.

Captain De Horsey to the Secretary to the Admiralty.

Sir, "*Brisk*," *December* 31, 1860.

DURING the past half-year the "Brisk" has captured and condemned one slaver, the "*Manuela*," of 702 tons, with 846 slaves on board, the finest slaver, I believe, that was ever captured on the East Coast.

I should strongly recommend that an attempt be made to induce the Sultan of Zanzibar to enter into a Treaty with Great Britain, putting a stop to all Slave Traffic between the different ports of his dominions. Such a Treaty would be a great assistance to the English cruizers in stopping the Slave Trade, as slaves must now frequently be shipped on board foreign vessels under cover of being taken by license of the Sultan of Zanzibar from one port to another.

There appears to be no specific instructions as to the disposal of the crews of captured slavers, such captures having been made with respect to vessels not entitled to the protection of any flag. I consequently discharged the "*Manuela's*" crew, forty-five in number, to the shore.

It is to be regretted that these men should have escaped unpunished. If the severest penalty of the law was inflicted on all crews of slavers, it would prove a considerable check to men engaged in that nefarious Traffic.

I have, &c.

(Signed) A. M. DE HORSEY.

No. 101.

Captain Crawford to the Secretary to the Admiralty.

(Extract.) "*Sidon*," *Johanna, March* 4, 1861.

February 20, 3 P.M.—WHEN off the north-west coast of Madagascar, gave chase to a suspicious vessel without colours; and as she easily outsailed the "Sidon," got up steam, and captured stranger at 8 P.M., with 272 slaves on board, and 59 crew and passengers. This vessel proved to be the Arab dhow "*Buswahi*," and had a Portuguese clearance from Mozambique, dated the 12th of February, 1861.

February 21.—Finding the slaves dying from being overcrowded landed the Arabs in Boyanna Bay, and removed the slaves to the "Sidon."

February 23.—At daylight left Boyanna Bay, with prize in tow. Surveyed prize, and finding her leaky, and unfit for a voyage to the Mauritius, destroyed her by fire at 3 P.M.

No. 102.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," *in Simon's Bay, April* 22, 1861.

I HAVE the honour to inclose, for the information of the Lords Commissioners of the Admiralty, a letter I have received from Captain Crawford of the "Sidon," reporting the capture of the Arab dhow "*Buswahi*," with 272 slaves on board; and the vessel being in a leaky state, she was surveyed and afterwards destroyed by fire, the slaves being received on board the "Sidon," and conveyed to the Mauritius.

I have, &c.

(Signed) HENRY KEPPEL.

Inclosure 1 in No. 102.

Captain Crawford to Rear-Admiral Sir H. Keppel.

Sir, "*Sidon*," *off Pomony, March* 3, 1861.

I HAVE the honour to report that on the 20th February, 1861, Her Majesty's ship "Sidon," under my command, whilst cruizing in latitude 16° 4′ 2″ south, and longitude 44° 45′ east of Greenwich, gave chase to a sail observed on the starboard bow. After two hours' chase fired a gun, and sent a boat on board, under

Lieutenant W. C. Shuckburgh. The chase proved to be the Arab dhow "*Buswahi*," cleared from Mozambique on the 12th February, 1861, having a crew of 59 persons and 272 slaves on board.

Finding that she was in a leaky condition, I ordered a survey to be held on her hull, a copy of the report of which is inclosed. She was then measured for length between perpendiculars, breadth under midship beam, depth from under midship beam to keelson, and afterwards destroyed by fire.

The crew were landed in Boyanna Bay. The slaves were taken on board the "Sidon," and will most probably proceed to Mauritius in her.

I have, &c.
(Signed) R. B. CRAWFORD.

Inclosure 2 in No. 102.

Boarding Officers' Report.

WE, whose names are hereunto subscribed have been on board the Arab dhow "*Buswahi*," detained by Her Majesty's steam-frigate the "Sidon," for being engaged in the Slave Trade, and held a strict and careful survey on the hull of the said vessel, and report as follows:—

That she is very leaky and rotten, and we are of opinion that it would not be safe to send her to any port for adjudication; we therefore recommend that she be destroyed, and have measured her accordingly to ascertain her tonnage, and find as follows:—

Length between perpendiculars, 76 feet 6 inches; extreme breadth under midship beam, 18 feet 2 inches depth of hold, 9 feet: and we declare that we have performed this service with the strictest care and equity.

Given, &c., on board the "Sidon," in Boyanna Bay, February 21, 1861.

(Signed) W. C. SHUCKBURGH, *Lieutenant*,
W. B. EDEN, *Master's Assistant*,
G. ABBOTT, *Carpenter*,
} *Of H.M.S. "Sidon."*

No. 103.

Rear-Admiral Sir H. Keppel to the Secretary to the Admiralty.

Sir, "*Forte*," *in Simon's Bay, April* 27, 1861.

I HAVE the honour to inclose, for their Lordships' information, a letter from Commander Buckley, of Her Majesty's sloop "Persian," reporting having captured, on the 1st January last, in the port of Zanzibar, the Spanish slaver "*Formosa Estrella.*" She has since been condemned before the Mixed Commission Court at the Cape.

The prize had, for many months previous, been employed cruizing on the East Coast, endeavouring to procure a cargo of slaves; and, as far back as August last, the "Brisk" proceeded in search of her round the Island of Zanzibar.

I have, &c.
(Signed) HENRY KEPPEL.

Inclosure in No. 103.

Commander Buckley to Rear-Admiral Sir H. Keppel.

(Extract.) "*Persian*," *Zanzibar, January* 4, 1861.

I HAVE the honour to inform you that, on my arrival here, I was informed by Lieutenant-Colonel Rigby, Her Majesty's Consul at this port, that a slaver was lying here.

Accordingly, on the morning of the 1st instant I caused her to be boarded and examined; and as she was fully equipped and fitted for the Slave Trade, seized her, by permission of His Highness the Sultan (the vessel being in his waters), as a prize to Her Majesty's ship under my command, and, as soon as ready for sea, she will proceed to Cape Town for adjudication.

The vessel appears to have sailed from Barcelona on the 3rd August, 1859, for Havana, and her intention was to ship slaves at or off Lamoo, in latitude 2° 19′ south, and longitude 41° 3′ east.

As far as can be ascertained from the charts discovered on board, she appears to have shipped slaves on the East Coast of Africa, and landed them at the Isle of Pines, off Cuba, in 1857 or 1858, returning afterwards to Barcelona.

No. 104.

Commander Stirling to Commander Crawford.

Sir, "*Wasp*," *Mauritius, June* 26, 1861.

I HAVE the honour to inform you that on the 12th February, whilst at anchor off Cungo Island, I sent the pinnace, in charge of Lieutenant Gambier, to examine a felucca which I observed standing in towarks Mayemba.

On the following morning Lieutenant Gambier returned to the ship, bringing

with him the felucca, which he informed me had slaves on board, and sailed under Portuguese colours.

On personal inspection, I discovered that the vessel contained 14 domestic slaves, besides a large quantity of matting. Thus, in two particulars, the existing Treaty between Great Britain and Portugal had been infringed, and I had no hesitation in detaining her as a lawful capture.

On the 12th March, however, the "Wasp" being about to proceed to Johanna, and a survey which was held on her hull having reported her as unfit to undertake a voyage without an escort, I judged it to be but consistent with the principles of humanity to release the prize (as she was unseaworthy), rather than expose her crew and slaves to any risk in Her Majesty's ship "Wasp" at sea.

I have, therefore, to report to you that on the last-mentioned date I gave the master of the "Theresa" and all his crew and slaves the option of departing in their vessel, an offer which they all, without exception, availed themselves of.

I have, &c.

(Signed) CHARLES STIRLING.

No. 105.

Lieutenant-Colonel Rigby to Rear-Admiral Sir B. Walker.—(*Communicated by the Admiralty, October* 20.)

(Extract.) *Zanzibar, April* 9, 1861.

I HAVE the honour to report, for the information of your Excellency, that Her Majesty's steam-ship "Lyra," Commander Oldfield, R.N., commanding, arrived at this port on the 20th ultimo, and in consequence of the gross outrages committed here by Arabs of the piratical tribes of the Persian Gulf, and the lives and property of the foreign residents here being completely at their mercy, at my request Commander Oldfield consented to remain here for the protection of the British and foreign subjects until the piratical Arabs have taken their departure.

During the north-east monsoon which prevails here in the months of January, February, and March, several thousands of the Arabs from the pirate coast of the Persian Gulf come to Zanzibar and the ports of the East Coast of Africa, solely for the purpose of kidnapping and otherwise procuring slaves and children, which they carry to the coasts of Arabia and Persia for sale.

These pirates are the terror of these coasts, they plunder, kidnap, and commit piracies and murders with impunity; the soldiers of the Sultan of Zanzibar are afraid to interfere with them.

This year their number has been much larger and their outrages much bolder than any previous season. The Sultan of Zanzibar purchases their forbearance by the payment of large sums of ready money, which they invest in the purchase of slaves. At the commencement of this season they attacked the guard at the Zanzibar Custom-house, and wounded four servants of the American Consulate; they then locked the Consul in his house and blockaded it the whole day: others went about the town brandishing drawn swords, and calling out that they would have the blood of a white man. Each night they embarked many slaves with impunity, frequently one dhow taking from 100 to 150. Until the arrival of Her Majesty's sloop "Lyra," the town was completely at the mercy of these savages, and even the Sultan discontinued holding his daily durbar, and confined himself to the upper story of his palace to avoid their insolent and importunate demands upon him.

The energetic measures of Commander Oldfield to check their Traffic in Slaves, and the capture by him of many of their dhows found engaged in it, have completely broken the spirit of these pirates, and they have been allowed three days to embark and return to their own country, on the condition that they take no slaves, and that after quitting the harbour they submit to the search of the man-of-war's boats.

This Traffic in Slaves between the Zanzibar dominions and the coasts of Persia and Arabia, although carried on to such an extent in open violation of Treaties, has never before been interfered with by any British ship of war, and it has in consequence gone on increasing each year with absolute impunity; all the chief Arabs here, and even the nearest relatives of the Sultan, are engaged in it. If the severe check given to it by Commander Oldfield be followed up in future years by the presence of a British cruizer during the months of January, February, and March, I

trust this scandalous traffic may soon be entirely stopped, and the Arabs of the Zanzibar State be made to respect the Treaties which exist for its abolition.

The Treaty agreed to by Her Majesty and his Highness the late Imaum, dated 2nd October, 1845, for the abolition of this northern Slave Trade, has been absolutely null and void from the day it was signed, so far as regards the Government of Zanzibar, owing to the want of a British ship of war here to enforce respect for its provisions.

The exertions of Commander Oldfield to check a traffic of such magnitude, and one which is aided and abetted by every Arab here, have been most arduous. This is the most unhealthy season of the year here, with the rain falling in torrents every night, and a stifling close atmosphere during the day; nevertheless the boats of Her Majesty's ship "Lyra" have been away night and day, and have been engaged with almost overwhelming numbers of these piratical Arabs, and have inspired them with such fear that it has almost entirely checked the export of slaves for the remainder of this season. During the time Her Majesty's ship "Lyra" has been employed in the suppression of the Slave Trade on the East Coast of Africa, the exertions of Commander Oldfield have been so energetic, and so successful, that his vessel has been the terror of all the traffickers in slaves on the East Coast; so much so is this the case, that the "Lyra" is spoken of everywhere along the coast as "El Sheetan" ("the Devil"). The exertions of Commander Oldfield, when at this port during last year, entirely put a stop to the scandalous Traffic in Slaves which had for years been carried on in the Zanzibar dominions by agents under French protection. The French and Spanish slave-agents absconded, and no attempt has yet been made to renew their nefarious Traffic.

The Slave Trade has been carried on at the Portuguese port of Ibo in a most disgraceful manner; but so great a check was given to the foreign Slave Traffic on this coast by the increasing exertions of Commander Oldfield and his officers, that the Spanish slaver "*Formosa Estrella*," after being four and a half months on the coast, finding it impossible to procure a cargo, permitted herself to be quietly captured by a vessel belonging to the Sultan of Zanzibar.

No. 106.

Rear-Admiral Sir B. Walker to the Secretary to the Admiralty.

Sir, "*Narcissus*," *in Simon's Bay, September* 19, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 19th July, 1861, with inclosure from the Under-Secretary of State for Foreign Affairs, signifying to me the directions of the Lords Commissioners of the Admiralty to ascertain all the facts regarding a report that French vessels were again engaged in exporting negroes as free labourers from the East Coast of Africa to the French Colonies.

2. In reply, I beg you will lay before their Lordships the inclosed four Reports, from different sources, named in the margin, which reached me prior to the receipt of your letter above mentioned.

3. From these documents it is too painfully evident that a brisk and increasing Slave Trade, with all its attendant horrors, has been for some time past carried on under the protection of the French Imperial flag, and to which, I regret to say, the small legitimate commerce of the East Coast of Africa is again rapidly yielding.

4. The manner in which the traffic is conducted by French subjects is so clearly shown in the inclosures that further comment is unnecessary.

5. I feel confident that if foreign Governments did not allow their flags to be tarnished by this disgraceful traffic in human flesh, a stop would soon be put to the Slave Trade by Her Majesty's cruizers employed upon that service.

I have, &c.

(Signed) B. W. WALKER.

Inclosure 1 in No. 106.

Captain De Horsey to Rear-Admiral Sir B. Walker.

Sir, "*Brisk*," *Pomony Harbour, July* 26, 1861.

I HAVE the honour to report for your information that on the 22nd instant I gave chase to a dhow, which presently hoisted French colours.

Having come up with her I dropped a boat alongside, and the officer, having obtained permission, went on board the dhow to make inquiries about a French dhow said to have been wrecked on the coast of Mohilla.

The report of the boarding officer (Lieutenant Adeane) was as follows:—Name of vessel, "*Dzonmoque;*" owner, A. N. Bowicier of Mayotte; colours, French; tonnage, about 30 tons; from Mohilla, bound to Mayotte; cargo, 93 negroes; with three white men on board, one of whom was M. Colow, lately Chief of the Police at Mayotte, and correct papers duly signed by the Commandant-Supérieur (Governor of Mayotte).

Of the identity of the French Chief of Police, and that the cargo consisted of pure African negroes, not Comoro Islanders, there can be no doubt whatever, as Her Majesty's Consul, who happened to be on board the "Brisk," went on board in addition to the boarding officer, and recognized and spoke to the person referred to, M. Colow.

One of the principal men of Johanna, by name Lidi Drayman, also went on board as interpreter, and certifies, as well as Her Majesty's Consul, to the fact of their being simply African negroes.

The boarding officer, by my orders, clearly explained the reason which induced me to visit the dhow, and that it was in nowise to be interpreted as an exercise of authority.

It was at first my intention to accompany this slave-dhow to Mayotte, and there to lay the facts before the Commandant-Supérieur, so that he could not pretend ignorance of the Slave Trade being carried on under his authority; but on mature consideration I desisted from doing so, in order to prevent him from construing my proceeding into an act of interference with a vessel sailing under the French flag.

I have the honour to lay the facts thus fully before your notice because I can hardly think that the Imperial Government of France would, if officially informed, suffer this unnatural traffic to be persisted in, and not only connived at, but under the very authority of the Governor of Mayotte and its dependencies.

These negroes, that are constantly being imported to Mayotte, are, every one is well aware, not called slaves, but engagés; but I need not point out that this Slave Trade in dhows is of the worst kind, for the sufferings that the poor creatures undergo from scarcity of water and provisions in dhows during calm weather are very great.

Of the way in which this traffic is carried on there is little or no doubt. The French have agents at Comoro and Mohilla who induce Arabs and Johanna men to bring slaves across from the coast at their own risk; they are then transhipped into vessels or dhows under French authority, and openly carried to Mayotte as engagés from the Comoro Islands.

One would think that these facts require only to be made known to the French Imperial Government for the Traffic to be stopped, and yet it has continued with impunity for two years and more.

I have, &c.
(Signed) A. J. R. DE HORSEY.

Inclosure 2 in No. 106.

Lieutenant Mc Hardy to Captain De Horsey.

Sir, "*Penguin,*" *Johanna Roads, June* 13, 1861.

I HAVE the honour to inform you that in consequence of information received from Mr. Sunley, Her Majesty's Consul, having obtained permission from the King of the Island, I sent Lieutenant Buckle to inspect the papers of a dhow at anchor in the roads, with French colours, but suspected of having no French papers. I inclose a copy of Lieutenant Buckle's report.

I have, &c.
(Signed) J. G. G. Mc HARDY.

Inclosure 3 in No. 106.

Lieutenant Buckle to Lieutenant Mc Hardy.

Sir, "*Penguin,*" *Johanna Roads, June* 12, 1861.

ACCORDING to your instructions I communicated to the King of Johanna your suspicions respecting the dhow at anchor in these roads. The King immediately sent for her Master (an Arab), and on his arrival requested me to visit the dhow in his company and satisfy myself that he was entitled to the protection of the French flag, which I did. The master willingly produced his papers, an inspection of which satisfied me that he was entitled to the protection of the French flag, therefore I offered to make a note on his papers of my visit, but he did not wish it, and I again landed him, he not being in the least offended at my requiring his papers.

I have, &c.
(Signed) CLAUDE E. BUCKLE.

Inclosure 4 in No. 106.

Dr. Livingstone to Sir G. Grey.

(Extract.) *April* 4, 1861.

YOU remember when every Cape paper contained the great word "Mazeppa." From flaring in print she has come down to carrying slaves. We found her here with 60 on board, bought at Kilwa (Quiloa) on the East Coast at 22 dollars per head, then the owner gave 250 dollars to a Chief on Comoro Island to furnish him with certificate that the slaves were his own people lent as free emigrants. It is here scarcely thought necessary to conceal the nature of these transactions; there is constant intercourse between the islands, and the Chief is rather admired for the amount he extracted. But the French Government official is on board, and it is illegal to touch her.

Inclosure 5 in No. 106.

Commander Stirling to Rear-Admiral Sir B. Walker.

Sir, "*Wasp*," *Simon's Bay, September* 18, 1861.

IN compliance with your memorandum of yesterday's date, requiring me to state any facts that I am acquainted with relative to the engagement of negroes on the East Coast of Africa as free labourers for the French Colonies, I have the honour to report to you the following circumstances:—

On the 6th April, 1861, while at anchor in Her Majesty's ship under my command at Johanna, a boat arrived from a French brigantine, said to be in the offing and in distress. The supercargo, who was in the boat, told the following story. His vessel had been lying off Comoro about ten days previously during a fresh breeze, when a French brig drifted across her bows, her cable parted, and she was carried out to sea. Since then she had been drifted about by light, baffling winds and contrary currents, until her water and provisions were well nigh exhausted. She would appear at Johanna as soon as a breeze sprung up; in the meantime he had come to beg for a supply of necessaries. He described his vessel to be without boats or anchors, short of provisions, little or no water, no casks, and the crew suffering from dysentery, which was the more deplorable as she had on board fifty negro labourers, which had been embarked at Comoro for the supply of Nos Beh. Considerations of humanity, especially for the helpless Africans, induced me to grant him a supply of bread, rum, and a couple of water-casks, all of which he paid for.

Three days afterwards, when the brigantine herself arrived, her pilot (by name Kalifun?) a native of Johanna, declared that the so-called free labourers which she had on board were really slaves; that they were Africans of the Macua tribe, and that they been obtained on the mainland (I think at Quiloa) at 25 dollars a head; that then the vessel had called at Comoro, where a bribe of 200 or 300 dollars had induced the Chief to give a passport, certifying that the negroes on board were natives of Comoro, and had been engaged there as free labourers.

During the vessel's stay at Johanna several of the negroes attempted to escape; one or two succeeded in doing so. This tends to confirm the pilot's statement that the engagement had not been voluntary.

On the 14th of April the brigantine sailed for Nos Beh, having obtained the requisite supplies. She carried a letter-bag for England, which was forwarded from Nos Beh, viâ Bourbon.

The name of the vessel was "Antankara." Her owner, M. Daton, was on board; he is a resident at the Island of Nos Beh, where I am informed he possesses a sugar-estate. There was also on board a Government officer, as is usual in vessels employed in this traffic, an officer styled "Délégué," whose special duty it is to see that the engagement entered into between the master and the labourer is quite voluntary—that no corcion or other foul means are used. His name was M. Lenormande: he wore the Legion of Honour, and said he had served as non-commissioned officer in the French army during the Crimean war.

I have, &c.

(Signed) CHAS. STIRLING.

NORTH AMERICA AND WEST INDIA STATION.

No. 107.

Commodore Dunlop to the Secretary to the Admiralty.

Sir, "*Imaum*," *at Jamaica, May* 6, 1861.

I HAVE the honour to transmit herewith, to be laid before the Lords Commissioners of the Admiralty, a copy of a letter I have this day addressed to the Commander-in-chief, informing him that the Judge of the Vice-Admiralty Court in this Island has decided that he has no jurisdiction over the two vessels captured by the "Barracouta" in October 1860, on suspicion of being engaged in the Slave Trade, and that they must be sent to Havana for trial before a Mixed Commission.

I have, &c.
(Signed) HUGH DUNLOP.

Inclosure in No. 107.

Commodore Dunlop to Rear-Admiral Sir A. Milne.

Sir, "*Imaum*," *at Jamaica, May* 6, 1861.

REFERRING to my letter of 24th January last relative to two vessels captured by Her Majesty's ship "Barracouta" in October last, on suspicion of being engaged in the Slave Trade, I have the honour to inform you that, on the case coming on for trial on the 3rd instant, the Judge of the Vice-Admiralty Court in this island decided that he had no jurisdiction over the vessels, and that they must be sent to Havana for trial before the Mixed Commission.

It is, therefore, my intention to send Her Majesty's ship "Barracouta" to that place with them in the course of a few days.

I have, &c.
(Signed) HUGH DUNLOP.

No. 108.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, "*Nile*," *at Barbadoes, February* 21, 1861.

IN transmitting the accompanying correspondence relating to an alleged case of piracy, for the information of the Lords Commissioners of the Admiralty, I beg you will acquaint their Lordships that, as the transaction in question has no reference to the property of British subjects, although Señor Cano holds the appointment of British Vice-Consul, but is entirely a mercantile question between the citizens of the New Granadian Government and the master of a vessel belonging to the United States, I do not consider I should be justified in taking any active steps in the matter, and thereby probably involve Her Majesty's Government in a question which, it appears to me, can alone be decided by reference to the respective Governments and their Civil Courts.

I have, &c.
(Signed) ALEX. MILNE.

Inclosure 1 in No. 108.

Captain Hillyar to Commodore Dunlop.

Sir, "*Cadmus*," *at sea, Lat.* 13° 48′ *S., Long.* 74° 10′ *W., February* 3, 1861.

I HAVE the honour to transmit a letter from Captain Doyle, Her Majesty's Vice-Consul at Santa Martha, inclosing a declaration made before him of an act of piracy committed by Antonio Pelletier, master of the barque "William."

In forwarding this letter I have the honour to observe, that this is the same vessel that was boarded by Her Majesty's ship "Gladiator," at Carthagena, under suspicion of being a slaver.

Her commander will probably be able to supply the information wanting in the protest as to the description of the vessel.

I have, &c.
(Signed) HENRY S. HILLYAR.

Inclosure 2 in No. 108.

Vice-Consul Doyle to Captain Hillyar.

Sir, *Santa Martha, January* 31, 1861.

I HAVE the honour to transmit to you, herewith, a certified copy of a Declaration and Protest, made before me, setting forth the piratical acts committed on the high seas by Antonio Pelletier, master of the barque called the "William," said to be of the port of New Orleans, and carrying the American flag.

You will be best judge of what steps should be taken in this matter, so that, if possible, the said pirate and his vessel may be captured.

In such case the parties named in the Declaration, some of whose signatures are thereunto attached, can be produced as witnesses, at Jamaica or elsewhere, against the said pirate, and through your investigation the man Antonio Baena, of Carthagena, whose family reside there, may, on his return to that city, be made a party to prove the charges against Pelletier, should Baena be able to exculpate himself from all complicity in those proceedings.

I have, &c.
(Signed) BENTINCK W. DOYLE.

Inclosure 3 in No. 108.

Declaration.

BY this public instrument of Declaration and Protest be it known, that on Wednesday, the twenty-third day of January, one thousand eight hundred and sixty-one, before me, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at this port of Santa Martha, New Granada, personally appeared Señor Juan Cotes, native of the Province of Rio Hacha, in the said Republic, who declared that he had been, during the last six years, acting as a travelling agent in the employ of Mr. Antonio Cano, merchant and British Vice-Consul at Rio Hacha, in the Republic. That deponent being in Carthagena, in the State of Bolivar, in the month of December last past, on Mr. Cano's business, looking for an opportunity to return to Rio Hacha, with some cargo purchased for and on account of the said Mr. Cano; and Antonio Pelletier, master of the American barque "William," said to be of the port of New Orleans, offered to take deponent, his wife, and child, and servant, together with his said cargo, and land them at Rio Hacha, deponent paying the said Antonio Pelletier the sum of 185 dollars as freight. That on the first day of December last past deponent shipped on board of the said barque "William" 185 bags of maize (Indian corn), value 555 dollars; 112 boxes of Castile and yellow soap, value about 400 dollars; 36 bales of mats ("esteras"), value about 150 dollars; and 44 bales of tobacco, value about 1,760 dollars; for all of which the said master, Antonio Pelletier, signed bills of lading.

That on the sixth day of the said month deponent, together with his wife, child, and a man-servant called Felix Pascual Ouates, went on board of the said barque "William," and same day made sail and left the port. That the first few days all went well, but about the eighth day deponent began to understand from the said Antonio Pelletier that the supply of water on board was getting short; and about three days afterwards the deponent was told by the said Antonio Pelletier that neither he, deponent, nor his wife, child, nor servant, should be given any more water unless he (deponent) would sign a document and indorse the bills of lading. That said deponent stated, amongst many other falsehoods, that deponent requested the said Antonio Pelletier to land deponent and family in the nearest port the ship could make, because his (deponent's) wife was unwell, and far advanced in pregnancy, and that for so doing the deponent would pay the said Antonio Pelletier the sum of 500 dollars. That the indorsement on the said bills of lading to which the said Antonio Pelletier required deponent's signature, stated that the said bills of lading remained cancelled. That deponent refused to sign said document, or to indorse the said bills of lading, observing to the said Antonio Pelletier that the goods were the property of the aforesaid Antonio Cano, and that he, deponent, could not commit such an act of infamy. That the said Antonio Pelletier replied, that in that case he (deponent) and his family might die; and that if he preferred death to signing the said document and indorsement he might do so. That after this conversation nearly twenty-four hours passed without deponent or his family getting any water, when, finding that further resistance was out of the question, he (deponent) was compelled to sign the document and to indorse the said bills of lading. That on the 19th of December last deponent signed the said document, and also indorsed said bills of lading; and on the following day the said deponent, together with his wife, child, and servant, were landed on the island called Grand Cayman. That shortly after landing on that island the said Antonio Pelletier told deponent that he, Pelletier, having been compelled to alter his course could not be expected to bear the expense of landing deponent and his family without deponent paying the 500 dollars specified in the document before named; and that as deponent had no money he, Antonio Pelletier, would keep eight bales of tobacco, and hand over to deponent there the remainder of the cargo. That the day after this conversation the said Antonio Pelletier told deponent that he had spoken with the master of a small schooner then laying in the offing, with the view of getting him to take the remainder of the cargo on board, for account of deponent; and the following, namely, the 22nd day of December, the said Antonio Pelletier told deponent that he would not give him the cargo; that the cargo was damaged, and same time presented to deponent another document for him to sign, in which it was stated that deponent had sold him (Antonio Pelletier) all the cargo for 1,000 dollars, 500 of which deponent had engaged to pay as stated in the document hereinbefore referred to, and 500 more for losses and damages which he, the said Antonio Pelletier, said he considered he had been caused. That deponent refused to sign this last-mentioned document, and told the said Antonio Pelletier that he was a thief, when the said Antonio Pelletier replied, "If you do not sign it I will have you, your wife, child, and servant murdered."

That deponent seeing himself surrounded by a set of wild-looking people, and without any hope of assistance,

and being unable to speak and thereby explain himself to those of the island around him, he felt compelled to submit, and sign the document in question, which document the said Antonio Pelletier retained in his possession.

That deponent saw in the hold of the said barque "William," during the voyage, two large boilers, about 5 feet in diameter by 3 feet deep, capable of cooking food for a large number of people, as also a large quantity of rifles and pistols; and deponent has no doubt, from what he saw and heard whilst on board, that the said barque "William" is a piratical vessel.

That the person who wrote out the documents hereinbefore mentioned for deponent to sign, is Señor Antonio Baena, a native of Carthagena, who continued with the said Antonio Pelletier after deponent was put on shore. Wherefore deponent, the said Juan Cotes, did declare and protest, as by these presents he does solemnly protest for himself, as also for and on behalf of his said employer, the said Don Antonio Cano, against the act of piracy committed by the said Antonio Pelletier as hereinbefore set forth and described, and does declare that all losses, damages, and detriments arising therefrom to the said deponent or to the said Señor Antonio Cano are and ought to be borne by the said Antonio Pelletier, and not by either the deponent or the said Señor Cano.

All of which matters and things were declared, alleged, and affirmed, as before set forth, in the presence of me, the said Vice-Consul, and therefore I have hereunto subscribed my name, and affixed my seal of office, being requested to testify and certify the same.

Thus done and protested at Santa Martha, the day and year first written.

(Signed) BENTINCK W. DOYLE.
JUAN COTES.
his
FELIX ⋈ PASCUAL OUATES.
mark.

Juan Cotes, travelling agent for Mr. Antonio Cano, merchant and British Vice-Consul at Rio Hacha, being duly sworn according to his religious faith and the custom of this country, doth make oath and say, that the instrument or protest hereunto annexed hath been clearly and distinctly translated and read over to him, the deponent, and that the several matters and things therein contained are right and true in all respects as the same are therein particularly alleged, declared, and set forth.

(Signed) JUAN COTES.

I, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at the port of Santa Martha, New Granada, do hereby certify that Felix Pascual Ouates, mentioned in the hereunto-annexed instrument of Declaration or Protest, did appear before me, this thirty-first day of January, one thousand eight hundred and sixty-one; and that the said Declaration was carefully translated and read over to him, the said Felix Pascual Ouates, and that he having been duly sworn according to his religious faith and the custom of this country, did solemnly swear to the truth thereof, so far as it relates to the acts of piracy committed by Antonio Pelletier, as set forth and described in the said Declaration.

(Signed) BENTINCK W. DOYLE.
his
FELIX ⋈ PASCUAL OUATES.
mark

I, Bentinck W. Doyle, Her Britannic Majesty's Vice-Consul at this port of Santa Martha, New Granada, do hereby certify and attest that the foregoing is a true and faithful copy of the original Declaration or Protest entered in the acts of this Vice-Consulate, copied therefrom and carefully compared therewith. In testimony whereof I have hereunto set my name and affixed the seal of this office at Santa Martha, this thirty-first day of January, one thousand eight hundred and sixty-one.

(Signed) BENTINCK W. DOYLE.

No. 109.

Commander Wood to Rear-Admiral Sir A. Milne.

Sir, *"Barracouta," Barbadoes, February* 22, 1861.

REFERRING to your Memorandum of yesterday's date, I beg now to report, for the information of the Lords Commissioners of the Admiralty, the full particulars relative to the capture of the vessels taken by me into Port Royal, in October last, on suspicion of their having been fitted for the Slave Trade (Standing Order No. 144 of the 21st January, 1860, not being on board Her Majesty's steam-sloop under my command at the time of capture).

On the morning of Sunday, the 14th October, I boarded the Spanish brig "*Lola*" off the Anguillas. She had neither log-book, manifest, nor papers, and was fitted with a very large hatchway. Had on board an immense quantity of plank, staves, hoops and heads for water-casks, mats, jerked beef, and rice. I took her in tow at once, and proceeded on my way till the afternoon of Monday, the 15th, when I fell in with and boarded another Spanish vessel without name, papers, or log-book, and fitted for the immediate reception of a slave-deck, her hatchway being also enormous.

I was unable thoroughly to overhaul these vessels on account of having been ordered to sea with the utmost dispatch immediately after my arrival at Jamaica.

I have, &c.
(Signed) W. WOOD.

No. 110.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, "*Nile*," *at Halifax, June* 9, 1861.

COMMODORE DUNLOP having transmitted to their Lordships a copy of his despatch to me of the 6th ultimo, relative to the two Spanish vessels detained by Her Majesty's ship "Barracouta" in October last being now sent to the Havana for adjudication, it is unnecessary for me to enter into the subject beyond expressing a very decided opinion that I consider it would have been much more satisfactory to all parties, had the Admiralty Court at Jamaica come to this decision as soon as the vessels were brought within their jurisdiction, instead of allowing more than six months to elapse, causing thereby a heavy expense, at the same time great inconvenience to the captors. The impression I received on the spot, when at Port Royal in April last was, that one, if not both, were cases of that character that might at once have been dealt with by the High Court of Admiralty.

I have, &c.
(Signed) ALEX. MILNE.

No. 111.

Rear-Admiral Sir A. Milne to the Secretary to the Admiralty.

Sir, "*Nile*," *at Halifax, August* 7, 1861.

I HAVE the honour to transmit, for their Lordships' information, a copy of a letter dated the 10th ultimo from Commander Wood, of Her Majesty's ship "Barracouta," reporting his proceedings in connection with a recent visit he paid to the Bahama Islands in June last.

I have, &c.
(Signed) ALEX. MILNE.

Inclosure 1 in No. 111.

Commander Wood to Commodore Dunlop.

Sir, "*Barracouta*," *Havana, July* 10, 1861.

I HAVE the honour to report the arrival of Her Majesty's ship "Barracouta" at this port on the 8th instant, having visited all the different places shown on the other side hereof, according to your instructions of June 13th.

I found the whole of the Cays of the Bahamas to be in a perfectly quiet state, and those inhabitants with whom I had any intercourse were all well conducted, and had no complaint of any sort to make, either as to the encroachment of foreign vessels for guano, or for the forcible abduction of the people; and although it was true that a very suspicious vessel (since found out to have been the "*William*," and now a prize to the Haytian Government) had anchored at the Great Tuagua for water, she certainly never attempted to take away any of the people by force, but having been obliged to slip suddenly on account of bad weather, three white men were unavoidably taken to sea for a day or two, but she returned with them again so soon as the wind changed. Hence the false report concerning the abduction of the negroes there.

The only other instance is the fact of a certain American vessel having actually kidnapped three or four negroes from off the Great Bahama Island some time since, but this case is at present under the serious consideration of the American Government.

After conferring with the Governor of Nassau, and remaining there three days, for the purpose of giving leave to the ship's company, I proceeded to the Great Bahama Island, and from thence to Anguilla, in order to ascertain, if possible, from ocular demonstration whether these slaves (*vide* inclosed Reports) had actually been landed there.

The date of this proceeding, as given by the master of the "Azorian," was exactly fourteen days after I had visited and stood within the barracoon myself, at which time I feel firmly convinced (as previously reported) that it had not been used for many months. Upon my arrival at Anguilla I found that the "Azorian" had returned there, and was employed in catching turtle. I sent at once for the master, and with him visited the shore: everything was there according to his written deposition—the wreck burnt to the water's edge, immense quantities of plank, spars, tubs, casks, &c., strewed all over the beach, and the barracoon itself showing evident symptoms of having been lately repaired and inhabited, as plenty of large fresh-water casks, cooking-tins half full of food, spoons, mess-kids, empty barrels, and cases of all sorts, were lying about.

There cannot be a doubt that this man's statement is correct; the 600 slaves, he says, were mostly composed of young boys and girls, with very few grown-up people, and all remarkably healthy. The corpse of one negress was found by him on the weather side of the island, the side from whence they embarked; hence he concludes she must have been drowned. I have since discovered that the slaver was an American brig called the "*Storm King*."

I arrived at Havana on the 8th instant, and was there informed by Her Majesty's Consul-General of your expected arrival, but judging that it might be some time before you could be here, and taking into consideration the present sickly state of the place, I have thought it best to proceed in the execution of my orders, especially as

the telegraph can reach the south side of Cuba. It is, therefore, my intention to leave to-morrow morning for the Isle of Pines, where I shall despatch a couple of boats to examine the land and cays around. I shall then go to Cienfuegos, St. Jago de Cuba, and Guantanamo, keeping close in-shore, and expect to reach Port Royal about the 2nd or 3rd of next month.

I have, &c.
(Signed) W. WOOD.

Inclosure 2 in No. 111.

List of Places Visited by Her Majesty's ship "Barracouta," between the 14th June and 10th July, 1861.

Port-au-Prince.
Inagua.—Orderly and contented; anchored and communicated; no complaints.
Hogsty Reef.—Uninhabited; sighted.
Mariguana.—Quiet and contented; anchored and communicated; no complaints; very few people.
Plana Cays.—Uninhabited; anchored.
Crooked Island.—Quiet and contented; anchored and communicated; no complaints.
Long Island.—Quiet and contented; hove-to and communicated; no complaints.
Rum Cay.—Quiet and contented; anchored and communicated; no complaints.
Conception.—Uninhabited; skirted the west side.
San Salvador.—Quiet and contented; anchored and communicated; no complaints.
Watling Island.—Quiet and contented; hove-to and communicated; no complaints.
Abaco.—Quiet and contented; anchored and communicated; no complaints.
Nassau.
Great Bahama Island.—Too much surf to land; hove-to and communicated with a small schooner.
Anguilla.
Havana.

(Signed) W. WOOD, *Commander.*

147

Class B.

CORRESPONDENCE

WITH

BRITISH MINISTERS AND AGENTS

IN

FOREIGN COUNTRIES,

AND WITH

FOREIGN MINISTERS IN ENGLAND,

RELATING TO

THE SLAVE TRADE.

From January 1 to December 31, 1861.

Presented to both Houses of Parliament by Command of Her Majesty.
1862.

LONDON:
PRINTED BY HARRISON AND SONS.

LIST OF PAPERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No.		Date.	Receipt.	Subject.	Page
1.	Acting Consul Hand to Lord J. Russell ..	Dec. 31 1860	Feb. 13 1861	List of redeemed slaves to end of June 1860	1
2.	Consul Foote to Lord J. Russell	Feb. 4	Mar. 14	Notice to British subjects purchasing or holding slaves	2
3.	„ „	Feb. 9	Mar. 14	Letter from Mr. Pearse reporting capture of some people to be sacrificed	2
4.	„ „	Feb. 9	Mar. 14	State of Slave Trade and plan for its suppression	3
5.	Lord J. Russell to Consul Foote	Mar. 21	..	Approves despatch of 9th ultimo. Steps taken to release victims intended to be sacrificed	4
6.	Consul Foote to Lord J. Russell	Mar. 9	Apr. 10	Reference to colonization scheme of Messrs. Delany and Campbell ..	4
7.	„ „	Mar. 9	Apr. 10	Slaves destined for sacrifice have been liberated	5
8.	Lord Wodehouse to Consul Foote	Apr. 23	..	Correspondence relative to reported Treaty between Abbeokuta and American Colonization Company.	5
9.	Consul Foote to Lord J. Russell	May 8	June 12	Visit to Abbeokuta. Report on visit there	9
10.	„ „	May 8	June 12	Alake of Abbeokuta and Elders in secret Council. Result of ..	11
11.	„ „	May 9	June 12	Captain Jones and ten men of 2nd West India Regiment arrived at Lagos	11
12.	Acting Consul McCoskry to Lord J. Russell..	June 5	July 11	Treaty with Alake and Chiefs of Lagos duly signed . ..	12
13.	„ „ ..	June 10	July 11	Return of slaves liberated from March 12 to April 30	12
14.	Lord J. Russell to Acting Consul McCoskry.	July 23	..	Arms presented to Alake of Abbeokuta not taken care of ..	12
15.	„ „ ..	July 23	..	To assist immigrants to Lagos ..	13
16.	Acting Consul McCoskry to Lord J. Russell..	July 4	Aug. 12	Captain Jones about to undertake a mission to Ibadan	14
17.	„ „ ..	July 9	Aug. 12	Captain Jones' death	14
18.	Earl Russell to Acting Consul McCoskry ..	Aug. 20	..	Her Majesty's Government are unwilling to occupy Abbeokutan territory by force..	14
19.	Acting Consul McCoskry to Lord J. Russell .	Sept. 3	Oct. 12	State of country since cession of Lagos	15
20.	„ „ ..	Sept. 4	Oct. 12	Neglect of guns sent to Abbeokuta for its defence	15
21.	Acting Consul McCoskry to Earl Russell ..	Oct. 4	Nov. 11	War between Abbeokuta and Ibadan.	16
22.	„ „ ..	Oct. 4	Nov. 11	Commander Bedingfeld's visit to Epé and reception by Kosoko ..	16
23.	Earl Russell to Acting Consul McCoskry ..	Nov. 23	..	Governor of Lagos will go by mail of December 23. Refusal of Abbeokuta to receive mediation ..	17
24.	Acting Consul McCoskry to Earl Russell ..	Nov. 10	Dec. 12	Visit of Captain Bedingfeld to Abbeokuta. Effects of it	18
25.	Earl Russell to Consul Freeman	Dec. 23	..	Instructing him to assist Dr. Baikie	19

AFRICA. (*Consular*)—*Bight of Biafra.*

No.		Date. 1860	Receipt. 1861	Subject.	Page
26.	Acting Consul Laughland to Lord J. Russell	Dec. 1	Feb. 13	Emancipation papers to three slaves in Old Calabar	22
27.	„ „ ..	Dec. 1	Feb. 13	Receipt of despatch approving proceedings in the case of the "*Constancia*"	22
28.	„ „ ..	Dec. 31 1861	Feb. 13	Arrival of King Eyo Honesty ..	23
29.	„ „ ..	Jan. 21	Mar. 14	Agreement with the King and Chiefs of Creek Town, Old Calabar, for the abolition of substitutionary punishments	23

AFRICA. (*Consular*)—*Sherbro River.*

		1861	1861		
30.	Consul-General Hill to Lord J. Russell ..	Jan. 17	Feb. 12	"*Clara Windsor*" captured by Her Majesty's ship "Espoir" ..	25
31.	„ „ ..	Jan. 17	Feb. 12	Slave Trade in River Pongas ..	25
32.	„ „ ..	June 20	July 11	Captain Jones' report on Abbeokuta	25
33.	„ „ ..	July 16	Aug. 12	Spanish vessel seized by Monrovian Government, burnt by Her Majesty's ship "Torch"	27
34.	„ „	July 20	Aug. 12	Captain Jones' death	28
35.	Earl Russell to Consul-General Hill ..	Aug. 20	..	Approves letter to Spanish Consul-General relative to slaver burnt by Her Majesty's ship "Torch" ..	29
36.	Consul-General Hill to Earl Russell ..	Oct. 21	Nov. 11	Report of attack by Spanish gunboat on Liberian schooner "Quail"	29

BRAZIL.

		1860	1861		
37.	Mr. Christie to Lord J. Russell	Dec. 3	Jan. 3	Blacks of Brazilian Imperial Mining Association	33
38.	„ „	Dec. 17	Jan. 23	Free blacks in the service of the Imperial Government	34
39.	„ „	Dec. 20	Jan. 23	Full information should be required from Brazilian Government relating to freed Africans	35
40.	Lord J. Russell to Mr. Christie	1861 Feb. 8	..	Freed blacks. Approves his making a communication to the Brazilian Government	36
41.	Mr. Christie to Lord J. Russell	Jan. 24	Feb. 23	National Brazilian Company will be warned by Consul Westwood ..	37
42.	„ „	Jan. 24	Feb. 23	Ypanema blacks	37
43.	„ „	Feb. 4	Mar. 9	Extracts from Annual Report of Minister of Finance	39
44.	„ „	Feb. 4	Mar. 9	Speech of Minister of Justice respecting free blacks	41
45.	Lord J. Russell to Mr. Christie	Apr. 8	..	Approves note to Brazilian Government on above subject	42
46.	Mr. Christie to Lord J. Russell	Mar. 23	Apr. 22	Free blacks. Answer of Senhor Sinimbú	43
47.	Lord J. Russell to Mr. Christie	Apr. 29	..	Ditto. Approves note to Brazilian Government	44
48.	Mr. Christie to Lord J. Russell	May 27	July 4	Free Africans and slaves in Brazil illegally imported..	44
49.	„ „	May 27	July 4	Free Africans. Information respecting	46
50.	„ „	May 27	July 4	Correspondence with Brazilian Government respecting list of free Africans, including children ..	48
51.	„ „	June 1	July 4	Complete cessation of Slave Trade.	48
52.	„ „	June 1	July 4	Preventing public sale of slaves. Rejection of measure for.. ..	49
53.	„ „	June 3	July 4	Africans moved from St. Paul's to Itapura	51
54.	„ „	June 12	July 24	Number of slaves in Brazilian merchant navy	52
55.	„ „	June 17	July 24	Brazilian national slaves	52

No.		Date. 1861	Receipt. 1861	Subject.	Page
56.	Mr. Christie to Lord J. Russell	June 20	July 24	Extract from Report of Minister of Justice respecting emancipation of Africans	52
57.	„ „	June 24	July 24	Slaves illegally imported since 1831	53
58.	„ „	June 26	Aug. 6	"Quarterly Review." Pointing out errors in article respecting slavery	53

BRAZIL. (*Consular*)—*Bahia.*

		1860	1861		
59.	Consul Morgan to Lord J. Russell	Dec. 31	Feb. 6	Price of slaves for half-year ending December 31	55
		1861			
60.	„ „	June 30	Aug. 3	Prices of slaves within Consulate of Bahia	55

BRAZIL. (*Consular*)—*Pará.*

		1861	1861		
61.	Consul Vredenburg to Lord J. Russell ..	July 1	Sept. 3	Slave Trade Report	56

BRAZIL. (*Consular*)—*Pernambuco.*

		1861	1861		
62.	Consul Cowper to Lord J. Russell	Jan. 7	Mar. 11	Quarterly Report	57
63.	„ „	Jan. 14	Mar. 11	Price of slaves	57
64.	„ „	Jan. 25	Mar. 9	Ditto	58
65.	Acting Consul Gollan to Lord J. Russell ..	Aug. 5	Sept. 3	Quarterly Report	59
66.	„ „ ..	Aug. 5	Sept. 3	Price of slaves for half-year ending June 30, 1861	59
67.	Acting Consul Gollan to Earl Russell ..	Oct. 12	Nov. 4	Quarterly Slave Trade Report ..	60

BRAZIL. (*Consular*)—*Rio Grande de Sul.*

		1860	1861		
68.	Consul Vereker to Lord J. Russell	Dec. 31	Feb. 23	Prices of slaves	61
		1861			
69.	„ „	July 1	Sept. 3	Report on Slave Trade for year ending June 30, 1861	61
70.	„ „	July 1	Sept. 3	Return of prices of slaves for year ending June 30, 1861	62

BRAZIL. (*Consular*)—*Rio de Janeiro.*

		1861	1861		
71.	Consul Westwood to Lord J. Russell ..	Jan. 2	Feb. 6	Price of slaves for half-year ending December 31, 1860	63

COMORO ISLANDS.

		1861	1861		
72.	Lord J. Russell to Consul Sunley	July 13	..	Is there any foundation for report that Traffic in Slaves in French vessels from Comoro Islands is again resumed?	64
73.	Consul Sunley to Lord J. Russell	May 2	July 15	Report on Nossi Bé and Mayotte .	64
74.	Earl Russell to Consul Sunley	Aug. 19	..	To explain his conduct relative to a charge against him for the employment of slaves on his property ..	65
75.	„ „	Nov. 5	..	Reply from French Government respecting the exportation by French subjects of negroes from the East Coast of Africa to Nossi Bé and Mayotte	66

FRANCE.

No.		Date. 1861	Receipt. 1861	Subject.	Page
76.	Lord J. Russell to Earl Cowley	Feb. 28	..	"*Don Juan.*" Illegality of her voyage	67
77.	„ „	Mar. 23	..	"*Don Juan.*" Landing of slaves in Cuba	67
78.	„ „	May 2	..	"*Don Juan.*" Relative to practice of slavers pretending to carry coolies	67
79.	„ „	May 15	..	Copies of despatch from Colonel Rigby relative to conduct of Buona Ventura Mas	68
80.	„ „	July 13	..	French agents have resumed Slave Trade at Comoro Isles. To inform French Government ..	68
81.	„ „	July 17	..	Despatch from Consul Sunley confirming Colonel Rigby's report of Slave Trade by French vessels ..	68
82.	Earl Russell to Earl Cowley	Sept. 28	..	Despatch from Consul Rigby respecting Slave Trade transactions of Buona Ventura Mas	69
83.	Earl Cowley to Earl Russell..	Oct. 24	Oct. 25	French Government deny that Slave Trade exists from East Coast of Africa	69
84.	Earl Russell to Earl Cowley..	Dec. 19	..	Respecting recruitment of Africans by French Agents in Comoro Islands	72

MONTE VIDEO.

		1861	1861		
85.	Lord J. Russell to Mr. Lettsom	Jan. 8	..	"*Constancia.*" Copy of despatch from Mr. Skelton	74
86.	Mr. Lettsom to Lord J. Russell	Apr. 29	June 7	Correspondence with Monte Videan Government respecting "*Constancia*"	74

MUSCAT. (*Consular*)—*Zanzibar.*

		1861	1861		
89.	Lord J. Russell to Lieutenant-Colonel Rigby	Feb. 19	..	Brigadier Coghlan's Report relative to Slave Trade on East Coast of Africa	76
		1860			
90.	Lieutenant-Colonel Rigby to Sir C. Wood ..	Aug. 28	..	Extraordinary conduct of the French Consul at Zanzibar	77
91.	Lieutenant-Colonel Rigby to the Chief Secretary to the Bombay Government	Nov. 26 1861	..	Capture of "*Formosa Estrella*" by Zanzibar authorities . ..	78
92.	Lord J. Russell to Lieutenant-Colonel Rigby	May 20	..	Approves his conduct as reported in despatches of August 27 and November 26	78
93.	„ „ ..	June 7	..	To inquire relative to the fate of certain Makololo Africans ..	79
94.	Lieutenant-Colonel Rigby to Lord J. Russell	Jan. 1	June 12	Further particulars respecting capture of "*Formosa Estrella*" ..	79
95.	„ „ ..	Jan. 14	Apr. 11	"*Formosa Estrella*" has been delivered up to Commander of Her Majesty's ship "Persian" ..	81
96.	„ „ ..	May 4	July 5	French have resumed Slave Trade at Comoro Isles	81
97.	„ „ ..	July 10	Sept. 13	Slave Trade between Zanzibar and Persian Gulf	81
98.	„ „ ..	July 12	Sept. 13	Slave Trade transactions of Buona Ventura Mas	84
99.	„ „ ..	July 26	Sept. 13	Refusal of Sultan of Zanzibar to prevent transport of slaves in his dominions	85
100.	„ „ ..	Oct. 5	Dec. 12	Abduction of Makololo Africans by Said bin Habeeb	86
101.	„ „ ..	Oct. 5	Dec. 12	Sayyid Saood re-appointed Governor of Lamoo	86
102.	„ „ ..	Oct. 5	Dec. 12	Sultan of Zanzibar not replied to Foreign Office letter respecting Slave Trade Treaties	87
103.	„ „ ..	Oct. 5	Dec. 12	Slave Trade carried on actively at Ibo, in Portuguese Mozambique ..	89

PORTUGAL.

No.		Date.	Receipt.	Subject.	Page
		1860	1861		
104.	Sir A. Magenis to Lord J. Russell	Dec. 26	Jan. 1	Note from M. d'Avila relating to the Slave Trade in the Mozambique	90
		1861			
105.	„ „	Feb. 16	Feb. 22	Note from M. d'Avila relating to Slave Trade on East Coast of Africa	90
106.	Lord J. Russell to Sir A. Magenis	Apr. 16	..	Connivance of Portuguese authorities in Slave Trade on East Coast of Africa	91
107.	„ „	Apr. 30	..	Her Majesty's Government learn with satisfaction activity of Portuguese cruizers	92
108.	„ „	May 17	..	Copy of Colonel Rigby's despatch of August 28, 1860. To request that Buona Ventura Mas may be expelled from Portuguese territories	92
109.	„ „	May 22	..	Copy of despatch from Captain Crawford. Capture of Arab dhow with 272 slaves	93
110.	Sir A. Magenis to Lord J. Russell ..	May 15	May 22	Copy of note to M. d'Avila relating to conduct of Senhor Pamplona .	93
111.	„ „	June 5	June 13	Buona Ventura Mas. Note to M. Avila	94
112.	„ „	June 5	June 13	Capture of an Arab dhow. Ditto	94
113.	„ „	July 4	July 12	Buona Ventura Mas shall not reside in Portuguese dominions . ..	95
114.	„ „	July 6	July 12	Pamplona shall not reside in Angola	95
115.	Earl Russell to Sir A. Magenis	Aug. 14	..	Slaves sent to St. Thomas as domestic servants. To bring the subject to the notice of Portuguese Government	96
116.	Sir A. Magenis to Earl Russell	Aug. 24	Sept. 2	Acknowledging above despatch ..	96
117.	Earl Russell to Sir A. Magenis	Oct. 4	..	Capture and release of "*Theresa*" by Her Majesty's ship "Wasp"..	96
118.	„ „	Nov. 15	..	Alleged connivance of Portuguese authorities in export of slaves ..	97
119.	„ „	Nov. 15	..	Shipment of domestic slaves from Loanda to St. Thomas	97
120.	„ „	Dec. 6	..	Copy of Annual Report of Loanda Commissioners	97
121.	Sir A. Magenis to Earl Russell	Dec. 2	Dec. 12	Has informed M. d'Avila of contents of despatches of the 15th ultimo	97
122.	Earl Russell to Sir A. Magenis	Dec. 31	..	Copies of despatches from Loanda Commissioners respecting slave-trading by Portuguese subjects ..	98
123.	„ „	Dec. 31	..	Copies of despatches from Colonel Rigby and from the Admiral on the Cape Station respecting connivance of Portuguese authorities in Slave Trade	99

PORTUGAL. (*Consular*)—*Cape Verds.*

		1861	1861		
124.	Consul Miller to Lord J. Russell	Feb. 21	Mar. 9	"*Falmouth.*" Suspicious vessel ..	100
125.	Lord J. Russell to Consul Miller	Apr. 15	..	Ditto. Have the authorities taken any steps in the matter? . ..	100
126.	Consul Miller to Lord J. Russell	May 22	June 7	Explanations regarding the "*Falmouth*"	100

SPAIN.

		1861	1861		
127.	Lord J. Russell to Sir A. Buchanan ..	Jan. 11	..	Slave Trade in Cuba	102
128.	Sir A. Buchanan to Lord J. Russell ..	Jan. 14	Jan. 23	Punishment of slave-owners in Cuba	102
129.	Lord J. Russell to Sir A. Buchanan ..	Feb. 13	..	Despatches from Consul-General Crawford relative to Cuban Slave Trade	102
130.	„ „	Feb. 19	..	Exertions of Spanish Government to put down Slave Trade in Cuba ..	103
131.	Sir A. Buchanan to Lord J. Russell ..	Mar. 20	Mar. 27	Measures taken for punishment of persons who landed slaves in 1857	103

No.		Date. 1861	Receipt. 1861	Subject.	Page
132.	Lord J. Russell to Sir A. Buchanan ..	Mar. 30	..	To ask Spanish Government whether Spanish men of war intend to take more active steps in suppression of Slave Trade on coast of Cuba ..	104
133.	„ „ ..	Apr. 5	..	Copies of despatches from Consul-General Crawford respecting Cuban Slave Trade	105
134.	Sir A. Buchanan to Lord J. Russell ..	Apr. 6	Apr. 13	Spanish Government will employ larger naval force against Cuban Slave Trade	105
135.	Lord J. Russell to Mr. Edwardes	May 2	..	Copy of despatches from Consul-General Crawford	105
136.	„ „	May 31	..	Ditto	105
137.	„ „	July 19	..	How Spanish Government can suppress Slave Trade	105
138.	„ „	July 19	..	Disembarkation of a cargo of slaves	106
139.	Earl Russell to Sir J. Crampton	Aug. 10	..	Slave Trade. Hope Spanish Government will stop it	106
140.	„ „	Aug. 12	..	Slave Trade proceedings in St. Jago de Cuba	107
141.	„ „	Sept. 6	..	Landings of slaves at Sagua and Guantanamo	107
142.	Sir J. Crampton to Earl Russell	Aug. 25	Sept. 9	Cuban Slave Trade. Conversation with Señor Collantes respecting..	107
143.	Earl Russell to Sir J. Crampton	Sept. 13	..	Cuban Slave Trade. Spain might take more effectual measures for suppressing it	109
144.	„ „	Oct. 9	..	Copies of despatches from Consul-General Crawford	109
145.	„ „	Nov. 12	..	To call attention of Spanish Government to state of affairs. Copy of despatch to Her Majesty's Commissioners	109
146.	„ „	Nov. 12	..	"*Toccoa*" captured by Her Catholic Majesty's ship "Neptuno" ..	110
147.	„ „	Nov. 28	..	Hope that Spanish Government will disavow attack on "Quail" ..	110
148.	Sir J. Crampton to Earl Russell	Dec. 10	Dec. 22	Has communicated Mr. Crawford's Annual Report	111
149.	„ „	Dec. 17	Dec. 22	Note from Spanish Government relative to attack upon "Quail" ..	112

SPAIN. (*Consular*)—*Barcelona.*

		1861	1861		
150.	Consul Baker to Lord J. Russell .. .	July 31	Aug. 5	"*Maria*," Spanish barque, supposed to be intended for Slave Trade ..	114
151.	Mr. Layard to Consul Baker	Aug. 19	..	Slaver "*Jacinta*." Who are parties interested in?	114
152.	Consul Baker to Earl Russell	Sept. 18	Sept. 23	"*Jacinta*." No vessel of that name sailed from Barcelona	114

SPAIN. (*Consular*)—*Bilbao.*

		1861	1861		
153.	Consul Brackenbury to Earl Russell ..	Oct. 16	Oct. 22	Spanish steamer "*Quevedo*" landed negroes on Cuba	116

SPAIN. (*Consular*)—*Havana.*

		1860	1861		
154.	Consul-General Crawford to Lord J. Russell	Dec. 5	Jan. 1	Letter to Captain-General relative to landing of slaves..	117
155.	„ „ ..	Dec. 6	Jan. 1	Three American vessels about to be engaged in the Slave Trade ..	118
156.	„ „ ..	Dec. 7	Jan. 1	Landing of 450 slaves at La Teja..	118
157.	„ „ ..	Dec. 14	Jan. 7	Capture of 360 slaves at Trinidad..	119
158.	„ „ ..	Dec. 15	Jan. 7	Suspicious steamer at St. Jago de Cuba	119

No.		Date. 1860	Receipt. 1861	Subject.	Page
159.	Consul-General Crawford to Lord J. Russell	Dec. 15	Jan. 7	Clearance of "*Alexina*" for coast of Africa	120
160.	„ „ ..	Dec. 22	Jan. 14	Sailing and probable seizure of "*Mary Kimball*"	121
161.	„ „ ..	Dec. 26	Jan. 31	Receipt of despatch of 23rd ultimo .	121
162.	„ „ ..	Dec. 27	Jan. 31	Slaver reported in despatch of the 22nd instant is not "*Don Juan*," but "*Montauk*"	121
163.	„ „ ..	Dec. 28	Jan. 31	Reporting the movements of "*Toccoa*," "*Diana*," and "*Wanderer*"	121
164.	„ „ ..	Dec. 29	Jan. 31	Landing of slaves near Manzanillo .	122
165.	„ „ ..	Dec. 30 1861	Jan. 31	Landing of three cargoes of slaves .	122
166.	„ „ ..	Jan. 28	Mar. 1	Correspondence with Captain-General relative to 550 slaves taken from Isla Lobos	122
167.	„ „ ..	Jan. 29	Mar. 1	Landing of 607 slaves from French ship "*Don Juan*"	125
168.	„ „ ..	Jan. 30	Mar. 1	Relative to vessel supposed to be the "*François I*"	126
169.	„ „ ..	Feb. 4	Mar. 1	Landing and subsequent abduction tion of 550 slaves at Cay Lobos..	126
170.	„ „ ..	Mar. 1	Mar. 30	A Commission has been sent to inquire into landing of slaves at Cay Lobos	127
171.	„ „ ..	Mar. 3	Mar. 30	Landing of 600 slaves at Cienfuegos	128
172.	„ „ ..	Mar. 4	Mar. 30	Landing of slaves at Bahia Honda ..	129
173.	„ „ ..	Mar. 5	Mar. 30	Sailing of American vessel "*Thriver*" for coast of Africa	130
174.	„ „ ..	Mar. 18	Apr. 19	"*African.*" Movements of ..	130
175.	„ „ ..	Mar. 27	Apr. 19	"*W. C. Clark.*" Movements of .	130
176.	„ „ ..	Mar. 30	Apr. 29	Landing of two cargoes of slaves at Puerto del Padre..	130
177.	„ „ ..	Mar 30	Apr. 29	Landing of a cargo of 640 slaves at Rancho Veloz	131
178.	„ „ ..	Apr. 1	Apr. 29	New Decree issued for prevention of Slave Trade by Governor-General	132
179.	„ „ ..	Apr. 4	Apr. 29	Sailing of "*Cora*" for African coast. Capture of slaver by Spanish vessel	133
180.	„ „ ..	Apr. 30	May 28	Receipt of despatch of 14th ultimo.	133
181.	„ „ ..	Apr. 30	May 28	Answer of Captain-General relative to landing of 640 slaves in the district of Sagua	133
182.	„ „ ..	May 1	May 28	Copy of letter to Captain-General relative to landing of slaves at Puerto Escondido	134
183.	„ „ ..	May 2	May 28	Correspondence with Captain-General relative to landing of slaves from "*Nancy*"	135
184.	„ „ ..	June 10	July 29	Capture of slaver with 550 slaves by "Juanita"	137
185.	„ „ ..	June 15	July 29	Slave Trade in Cuba: Copy of letter to Captain-General ..	137
186.	Lord J. Russell to Consul-General Crawford	July 21	..	"*Flight.*" Capture of by "Falcon"	138
187.	Consul-General Crawford to Lord J. Russell	July 15	Aug. 9	Slave landings in Cuba. Correspondence with Captain-General..	139
188.	„ „ ..	July 16	Aug. 9	Landing of 500 slaves at Rio Mayabeque and 250 at Cabanas ..	142
189.	„ „ ..	Aug. 9	Sept. 30	Letter from Captain-General denying landing of slaves at Rio Mayabeque	143
190.	„ „ ..	Aug. 12	Sept. 30	Letters respecting landing of slaves at Sigua	144
191.	„ „ ..	Aug. 15	Sept. 30	Correspondence respecting landing of slaves from schooner "*Bonifacio*"	145
192.	„ „ ..	Aug. 21	Sept. 30	Receipt of despatches	146
193.	Consul-General Crawford to Earl Russell ..	Sept. 12	Oct. 22	Mexican barque "*Carmen*" sailed for coast of Africa	146
194.	„ „ ..	Sept. 19	Oct. 30	"*Toccoa*" with 267 slaves captured by Her Catholic Majesty's ship "Neptuno"	147

SPAIN. (*Consular*)—*St. Jago de Cuba.*

No.		Date. 1861	Receipt. 1861	Subject.	Page
195.	Consul Forbes to Lord J. Russell	May 11	July 15	Correspondence with Governor Letona respecting infraction of Slave Trade Treaties	148
196.	„ „	June 25	Aug. 9	Further correspondence with Governor Letona on African Slave Trade	151
197.	Vice-Consul Beattie to Lord J. Russell ..	July 31	Aug. 29	Correspondence respecting landings of slaves at Sigua and Guantanamo	152

UNITED STATES.

		1860	1861		
198.	Lord Lyons to Lord J. Russell	Dec. 23	Jan. 8	"*Buckeye.*" Further correspondence with the United States' Government	155
199.	„ „	Dec. 31	16	Has given copy of despatch of the 15th instant to Assistant Secretary of State	156
		1861			
200.	Lord J. Russell to Lord Lyons	Feb. 9	..	Co-operation between United States' and British cruizers. Commodore Edmonstone's Report ..	156
201.	Lord Lyons to Lord J. Russell	Feb. 2	Feb. 18	Outrage at Bahamas by master of a slave-vessel	156
202.	„ „	Feb. 4	Feb. 18	Satisfaction of Her Majesty's Government has been expressed at the co-operation of the United States' cruizers	158
203.	Lord J. Russell to Lord Lyons	Mar. 8	..	To suggest again that United States' freed slaves be sent to our Colonies in West Indies	158
204.	„ „	Mar. 28	..	Boarding of American vessel "*Nancy*" by Her Majesty's ship "Archer"	160
205.	„ „	Apr. 17	..	To suggest to new Administration joint cruizing and sending freed negroes to our Colonies	161
206.	„ „	May 3	..	Copies of correspondence respecting Treaty with Abbeokutans relating to American colonization ..	162
207.	„ „	May 25	..	Copy of Commodore Edmonstone's Slave Trade Report	162
208.	„ „	July 19	..	Boarding of United States' brig "*African*" by Her Majesty's ship "Espoir"	162
209.	Earl Russell to Lord Lyons	Aug. 3	..	Boarding of United States' brig "*African*" by Her Majesty's ship "Arrogant"	162
210.	„ „	Aug. 8	..	Co-operation of British and American cruizers for suppression of Slave Trade	162
211.	„ „	Aug. 16	..	Boarding of American brig "*African*" by Her Majesty's ship "Espoir"	163
212.	„ „	Aug. 17	..	Request Mr. Seward to thank Commander of "Constellation" for Slave Trade information	163
213.	Lord Lyons to Earl Russell	Aug. 31	Sept. 16	Co-operation of British and United States' officers on West Coast of Africa. Note respecting . ..	164
214.	Earl Russell to Lord Lyons .. .	Sept. 19	..	Boarding of "*African*" by Her Majesty's ship "Ranger" ..	164
215.	Lord Lyons to Earl Russell	Sept. 9	Sept. 23	Co-operation of British and American cruizers. Letter from Mr. Seward	165
216.	Earl Russell to Lord Lyons	Oct. 16	..	Satisfaction at activity of United States' authorities at New York in suppressing Slave Trade.. ..	165
217.	„ „	Oct. 19	..	United States' squadron withdrawn from coast of Africa, excepting one vessel	165
218.	„ „	Nov. 15	..	"*Nightingale.*" Case of	166
219.	„ „	Nov. 15	..	Good feeling between British and United States' squadrons ..	170
220.	„ „	Nov. 16	..	Ditto. To communicate to Mr. Seward copies of correspondence between Commander Raby and Flag Officer Inman	170

No.		Date. 1861	Receipt. 1861	Subject.	Page
221.	Lord Lyons to Earl Russell	Dec. 2	Dec. 16	Captain Gordon, of "*Erie*," condemned to death	170
222.	Earl Russell to Lord Lyons	Dec. 19	..	Boarding of "*J. J. Cobb*" ..	170
223.	Lord Lyons to Earl Russell	Dec. 6	Dec. 25	Good feeling between United States' and British squadrons on coast ..	171
224.	„ „	Dec. 13	Dec. 26	Ditto	171

UNITED STATES. (*Consular*)—*Boston.*

		1861	1861		
225.	Consul Lousada to Lord J. Russell	July 25	Aug. 9	Steamers on way homeward with slave cargoes	172
226.	Consul Lousada to Earl Russell	Oct. 14	Nov. 4	"*Reindeer*" condemned by United States' District Court	172
227.	„ „	Dec. 2	Dec. 16	Captain Skinner sentenced to five years' imprisonment, and Captain Gordon to death	172

UNITED STATES. (*Consular*)—*Charleston.*

		1861	1861		
228.	Consul Bunch to Lord J. Russell	Jan. 1	Jan. 22	Case of slaver "*Bonita*." Rescue of her captain	173
229.	„ „	Mar. 8	Mar. 25	Act of Southern Congress prohibiting foreign Slave Trade	173

UNITED STATES. (*Consular*)—*New York.*

		1861	1861		
230.	Consul Archibald to Earl Russell	Nov. 11	Nov. 25	Captain Gordon of "*Erie*." Respecting conviction of	176

CORRESPONDENCE

WITH

FOREIGN POWERS.

AFRICA. (*Consular*)—*Bight of Benin.*

No. 1.

Acting Consul Hand to Lord J. Russell.—(*Received February* 13, 1861.)

My Lord, *Lagos, December* 31, 1860.

I HAVE the honour to inclose herewith a list of slaves redeemed and set free, and registered in the archives of the Consulate.

The inclosed list includes only cases registered, and extends to the end of the year.

I have, &c.
(Signed) HENRY HAND.

Inclosure in No. 1.

LIST of Slaves redeemed up to December 31, 1860, through the intervention of Her Majesty's Consulate at Lagos, whose Redemptions are Registered in the Archives of the Consulate.

Date.	Name.	Sex.	Estimated Age.	Country.	Price of Redemption.	By whom Redeemed.
1860						
Feb. 24	Yeabhaudy	Female	28	Yoruba	120 heads of cowries	Ackingtong.
Mar. 2	Opeogun	Male	25	Jesha	30 ditto	Ololo.
„ 3	Ohmohgbamelau	Female	8	Idoko	Free	John P. Boyle.
„ 6	Agbetoyinbo	Male	40	Ogbomoso	120 heads of cowries	Ogabi.
„ 6	Osunwede	Female	30	Oyo	Free	Ditto.
„ 6	Ainau	Ditto	6	...	Ditto	Ditto.
„ 6	Omolara	Ditto	2	...	Ditto	Ditto.
„ 9	Ogurow	Ditto	18	Ota	120 heads of cowries	Guilhermina Maria.
„ 21	Roya	Ditto	...	...	Free	Clara Maria Lisboa.
„ 21	Bonifien	Ditto	...	...	Ditto	Ditto.
„ 23	Oalomone	Ditto	20	Yagba	123 heads of cowries	Lade.
April 3	Ojo	Male	16	Jesha	120 ditto	Ogun.
„ 3	Ogunbeni	Ditto	17	Ditto	120 ditto	Ditto.
„ 13	Rekiatu	Female	22	Ditto	100 ditto	Fatuma.
„ 17	Ogulolla	Ditto	35	Oudoa	27 ditto	Awapatu.
„ 25	Oja	Ditto	24	Effon	120 ditto	Fahlolla.
June 7	Eith	Ditto	18	Jesha	130 ditto	Olowofaoala.
July 7	John	Male	...	Ilesha	Free	Captain William Johnson.
„ 7	Doorojahyae	Female	...	Gbomenah	Ditto	Ditto.
„ 7	Arjahye	Ditto	...	Yoruba	Ditto	Ditto.
„ 13	Rakiatu	Ditto	...	Haussa	Ditto	Samuel B. Williams.
Aug. 11	Felicidade	Ditto	...	Barraba	Ditto	Maria Euribea Pacheco.
Sept. 6	Sarbena	Male	20	Idoko	160 heads of cowries	José Francisco Conceiçao.
„ 6	Oyeakah	Female	18	Effon	Free	Thomas Mayne.
„ 6	Farcey	Ditto	20	Badagry	Ditto	William McCoskry.
„ 27	Ammanah	Ditto	16	Cape Coast Castle	Ditto	Mrs. T. W. Hughes.
„ 27	Agarbah	Ditto	20	Ditto	Ditto	Ditto.
„ 27	Boyah	Male	23	Ditto	Ditto	Ditto.
Oct. 4	Aromahsa	Female	...	Effon	Ditto	Farcey.
„ 8	Fartunkeh	Ditto	...	Gbomenah	Ditto	Samuel Jones.
Nov. 14	Fahlahda	Ditto	...	Jesha	Run away from Ijebu	
„ 20	Fatima	Ditto	...	Haussa	Free	Late E. W. Thompson.
Dec. 4	Margaret Cecil	Ditto	...	Lagos	Ditto	

(Signed) HENRY HAND, *Acting Consul.*

British Consulate, Lagos, December 31, 1860.

No. 2.

Consul Foote to Lord J. Russell.—(*Received March* 14.)

(Extract.) *Lagos, February* 4, 1861.

HAVING good reason to believe that several of the Sierra Leone emigrants resident at Lagos not only held slaves, but purchased, bartered, and traded in them, I posted up in a conspicuous place at the entrance of my office a notice requiring all British subjects to present themselves at this Consulate for enrolment in the Consular register.

Up to this moment not one Sierra Leone emigrant has presented himself.

I accordingly deemed it expedient to issue another public notice of which the inclosure is a copy, further fixing a period for the said enrolment; also informing these emigrants and others claiming British protection, that I shall withhold the protection of my flag from all claiming such protection, who may either hold, deal in, purchase, or barter slaves.

I have also directed the Clerk of the Court to refuse to entertain for trial any case brought for entry, where the plaintiff, being a British subject or under British protection, may be either a slave-holder, or directly or indirectly connected with the Trade.

The foregoing, in the case of coloured British subjects, will cast them completely under the rule of the King, and I believe will be the means of eventually checking an inhuman and barbarous custom, which is a still greater outrage when perpetrated by the very individuals who have themselves escaped from a cruel bondage, after entailing a heavy cost of life and treasure upon Her Majesty's Government.

Inclosure in No. 2.

Notice.

British Consulate, Lagos, February 4, 1861.

NOTWITHSTANDING that due notice has been posted up at this Consulate requiring all persons claiming British protection to repair to this Consulate to register their names, the requisition has not yet been complied with.

The Undersigned, therefore, again repeats that he will not recognize or protect in any difficulties or suits whatsoever, such as neglect or refuse to make application to be enrolled, and that the 28th day of February is the utmost limit of time the Undersigned can allow for the completion of such enrolment.

The Undersigned further gives notice that, upon the completion of said list, a copy will be transmitted to King Docemo, in order that the King may distinguish between such coloured persons as may be subject to his rule, and those who are entitled to British protection.

The Undersigned further gives both British subjects and such coloured persons as may be temporarily under British protection, fully to understand that such as deal or trade in, purchase, sell, barter, or transfer slaves or persons intended to be dealt with as slaves, or who have become security for the loan or advance, or contract for the lending or advancing money, goods, or effects employed, or to be employed, in accomplishing any contract in relation to the trading in or holding slaves, shall not be considered as entitled to British protection, nor can they under any circumstances appeal for aid or assistance from this Consulate.

(Signed) HENRY GRANT FOOTE.

No. 3.

Consul Foote to Lord J. Russell.—(*Received March* 14.)

(Extract.) *Lagos, February* 9, 1861.

I HAVE the honour to forward the inclosed letter from Mr. Samuel Pearse.

Referring to that part of Mr. Pearse's letter in which he alludes to some natives who were brought from a village to Badagry, a portion to be sacrificed, and the remainder to be sold into slavery, I have to mention that I shall send a messenger at once with a letter to the Chiefs demanding the release of the unfortunates.

Inclosure in No. 3.

Mr. Pearse to Consul Foote.

(Extract.) *Badagry, February* 6, 1861.

I AM thankful to be able to inform you that I arrived here safely the next morning I left Lagos.

I have to inform you that a number of (say from 8 to 12) poor and helpless people were brought here from a village between this place and Lagos, and placed in the hands of the Chiefs and fetish men of this place to be sacrificed to the fetishes. They are accused of witchcraft, and are kept in custody by the Chiefs and fetish men. I have heard that those of them who are worn out and emaciated by old age will not escape the inhuman torture and death, but the middle-aged are to be sold into slavery.

As to their manner of convicting and condemning them I have not had an insight; but one thing I am sure of, that it is based on gross and heathenish superstition.

I wrote to inform the late Consul Brand of a similar case that happened in his time, and he wrote to warn the Chiefs against it, but unfortunately his letter came a day too late. This is an old practice of the Popoe nation; the treatment of the corpses is most inhuman and disgusting. No less than the Consular interference can effectually abolish such evil practice, and that not without the intervention of force, inasmuch as the people are singularly wild in superstition. I hope you will find it worth your interference.

No. 4.

Consul Foote to Lord J. Russell.—(*Received March* 14.)

(Extract.) *Lagos, February* 9, 1861.

SINCE my arrival at my post I have not neglected an opportunity of making myself acquainted with all matters of interest within my Consulate, and more particularly with Slave Trade matters. I have conversed with residents from all the suspected ports, and, although I observed a strong disinclination upon the part of the traders to divulge anything in connection with the export of slaves, still, by combining one account with the other, and then referring to the archives of this Consulate, I have arrived at a pretty clear estimate, not only of what has already been done, but of the means most likely to put an end to the Traffic in Slaves.

On referring to any chart of the West Coast, your Lordship will observe that, with the exception of the Ogun river, which flows into the sea at Lagos, there is no other outlet for the many creeks and rivers extending from Lagos westward almost to Cape St. Paul. These lagoons are navigable for canoes nearly the whole extent, and in certain localities, such as between Badagry and Porto Novo, they are clear, and carry a sufficient depth of water for large vessels.

This singular formation of the coast has been caused by the heavy surf, which, having thrown banks of sand across the river-mouths, has eventually turned the waters into a channel running parallel with the beach, and in certain spots approaching the coast to within a few yards.

These inland waters form natural canals, through which the whole Slave Traffic of the coast is carried on.

At certain intervals, and when the lagoons approach most closely to the sea, are situated several little trading establishments. These were originally all slave barracoons, used solely as depôts for the various gangs of slaves which came down from the interior; and to this day, although a quantity of palm oil now finds its way to them, and goods are landed for trading purposes, still it is well known that the inhabitants of the towns of Badagry, Porto Novo, Appi, Jackin, Whydah, Great and Little Popoe, Aghwey, &c., are all more or less interested in the Traffic in Slaves.

Our cruizers are watched the instant they appear in sight. A cruizer sights Badagry, her arrival is immediately communicated, viâ the lagoons, to all the small stations, and in an incredibly short time the slaves to be shipped are scattered, in parties of five and six, at the different agencies of the Brazilian factories. They are nominally household slaves. The Brazilian merchant has houses of business at Lagos and other places; he sends for some more "hands" to work at his factories at Whydah, &c. The cruizer gets tired of waiting, and, although her Commander sees a brigantine or two at anchor, he sees nothing suspicious on board of her. She is probably loading a few casks of palm oil, and he goes off the land. A few hours after, the brigantine can purchase, from the Bristol trader

alongside of him, what stores he wants. The empty oil-casks on shore in the compound of the slave-dealer are filled with water. During the night, the slaves scattered here and there (for nearly all slave-cargoes are joint-stock concerns) are collected, and shipped before daylight, and the slaver is soon off and out of sight. The cruizer is outside, but at this season the "harmatan," a hazy state of the atmosphere common to the coast, and more dense than a London fog, allows the slaver to get well off from the land.

The "*City of Norfolk*," an American steamer, as I have been informed by a runaway slave, was filled in one night by small parties of slaves which were shipped from the ports above mentioned, and the cargo belonged to a company, in which, I am told, several traders at Badagry, Whydah, Porto Novo, Aghwey, and some even in Lagos, held shares.

So complete and so rapidly conducted is the communication between the slave-dealers, and so secret are their plans, that it is impossible to gather sufficient evidence for their conviction. Thus we are powerless to act; we have not proof sufficient for decided action, and the men-of-war, however numerous, are puzzled; they cruize up and down, see nothing, are slyly watched from the shore by the principal slave-dealers, and must only trust to chance for a seizure.

A steamer drawing two or three feet water, however small, would be of more service in putting down the Slave Trade than a dozen additional cruizers on the coast. In fact, we should then be able to dispense with one-half of the number of the gun-boats now employed on this service.

Without we actually have force within reach, and ready for instant action, we cannot hope to abolish the Slave Trade on the coast. So demoralizing is its influence upon every one, whether black or white, that not only do Europeans engage indirectly in it, but the very liberated Africans who have been fostered under our protection, and for whose sake many good missionaries have died under the task of enlightening them, have forgotten all the teachings of the missionaries, and are now engaged in the barter and sale of their own countrymen.

No. 5.

Lord J. Russell to Consul Foote.

Sir, *Foreign Office, March* 21, 1861.

I HAVE received your despatch of the 9th ultimo, inclosing an extract of a letter from Mr. Pearse, a missionary residing at Badagry, reporting the arrival at that place of a number of unfortunate natives seized in the neighbouring country, who are destined to be sacrificed to the fetishes; and I have in reply to acquaint you that I approve your intention of sending a messenger to Badagry to demand the release of these victims.

I am, &c.

(Signed) J. RUSSELL.

No. 6.

Consul Foote to Lord J. Russell.—(*Received April* 10.)

My Lord, *Lagos, March* 9, 1861.

I HAVE the honour to inclose the accompanying copy of a despatch sent to me by the Alake of Abbeokuta, in which the Alake denies having agreed to any Treaty by which the whole of the lands of the Egbas, as far as they extend, are open to American coloured emigrants.

I have lost no time in forwarding the copy of the Alake's despatch, as it is of importance that the African Aid Association, who are greatly interested in the colonization of this part of Africa, should be made acquainted with the facts in connection with the scheme of Messrs. Campbell and Delany.

I have, &c.

(Signed) HENRY GRANT FOOTE.

Inclosure in No. 6.

The Alake of Abbeokuta to Consul Foote.

Abbeokuta, March 4, 1861.

THE Alake and Chiefs send their respects to you, and wishing you a good health.

The Alake and Chiefs having learnt that Dr. Delany and Mr. Campbell, two American coloured men, who came to Abbeokuta last year and returned back to America, on their reaching home published in newspaper to this effect,—that the Alake and Chiefs signed a Treaty with them on their request. In that newspaper, the Alake and Chiefs do understand were printed, that the whole lands belonging to the Egbas as far as they extend, are open to them, and they are at liberty, at any time, to go wherever they please and to form a colony.

The Alake and Chiefs declare that this is a downright fabrication, and that they signed no Treaty, but that the Alake granted Dr. Delany and Mr. Campbell's request to make farms is true, as will be seen as follows :—

Ake, Abbeokuta, February 8, 1861.

The Alake, in the presence of the Undersigned, denied having signed any Treaty with the Americans, and also denied having granted them leave to form a colony without the walls of Abbeokuta.

The Alake states that he remembers Dr. Delany and Mr. Campbell coming to him to ask for a lot of land for farming, which he granted them, but he had no other transaction with them.

The Alake will not accept the person of any white man who does not come to him recommended by the English Consul, the Church or Wesleyan Missionaries.

(Signed) J. M. TURNER.
WILLIAM COLE.
JOHN CRAIGG.
JOHN THOMAS.
JOHN DICK.
WILLIAM PETER.
JOHN TAYLOR.
DAVID WILLIAMS, *King Alake's Clerk*
ANDREW WILHELM.

No. 7.

Consul Foote to Lord J. Russell.—(*Received April* 10.)

My Lord, *Lagos, March* 9. 1861.

REFERRING to the last paragraph of my despatch of February 9th, in which I reported that certain natives had been brought from a village to Badagry, a portion to be sacrificed, and the others to be sold, I have the satisfaction of reporting to your Lordship that, upon my threatening the parties concerned and the Chiefs if such a thing should be allowed, the whole of the unfortunates were returned to their families and friends.

I have, &c.
(Signed) HENRY GRANT FOOTE.

No. 8.

Lord Wodehouse to Consul Foote.

Sir, *Foreign Office, April* 23, 1861.

I AM directed by Lord John Russell to transmit to you the accompanying copies of a letter, and its inclosures, from the African Aid Society, containing explanations in regard to the alleged denial on the part of the Alake and Chiefs of Abbeokuta that they had signed a Treaty with the Commissioners on behalf of the free American blacks, granting permission to them to settle on the unoccupied lands belonging to Abbeokuta; and I am to instruct you to endeavour to ascertain and to report to his Lordship how this matter really stands.

I am, &c.
(Signed) WODEHOUSE.

Inclosure 1 in No. 8.

Lord A. Churchill to Lord Wodehouse.

African Aid Society, 12, *York Buildings, Adelphi*,
My Lord, *April* 22, 1861.

OUR Secretary acknowledged the receipt of your Lordship's letter of the 15th instant, inclosing a letter from the Alake of Abbeokuta, forwarded through Mr. Consul Foote of Lagos.

The Alake therein states that he signed no Treaty with Dr. Delany and Mr. Campbell on behalf of the African race in America, but that he did grant permission to those gentlemen to reside in the town, and form farms without the walls.

Fortunately, the arrival in this country of Samuel Crowther, Junior, son of the celebrated missionary of that name, has enabled the Committee to inquire into the truth of the allegations of the document purporting to have come from the Alake.

I have the honour now to inclose the statement of Mr. Crowther in reply, he having been the attesting witness to the signatures of the impugned Treaty. The Committee believe that Mr. Crowther's statement is substantially correct.

It is true that this Treaty, published here and in America on the authority of Dr. Delany and Mr. Campbell, differs verbally in Article I from the understanding arrived at between those gentlemen and the Alake. The version given by Mr. Crowther fully explains how this deviation occurred, the modification of the original text proposed by the Alake being really intended as an explanation of the construction put by him upon Article I of the Treaty to which he affixed his signature.

The Committee believe that so far from this construction vitiating the position and rights the coloured immigrants would enjoy under the Treaty, it will, so soon as they are informed of its nature, impart additional confidence to them, in the assurance it conveys that the Alake was prepared to give them the most efficacious protection in his power on their undertaking to reside within the walls of Abbeokuta.

They are confidently informed by parties acquainted with the country that there does exist on the part of the natives a desire to enjoy the advantages that would accrue from the contact of civilized coloured people from America, and the skill and knowledge they are able to impart.

They wish, however, to state, in addition, that there appears reason to believe that much jealous apprehension is felt by strangers at present residing there, as to the probable commercial competition that would attend the influx of intelligent coloured people from America.

This, they trust, will have its due weight with your Lordship in considering the contents of the documents to which this letter refers.

I have, &c.
(Signed) ALFRED S. CHURCHILL,
Chairman of the African Aid Society.

Inclosure 2 in No. 8.

Mr. Crowther to Lord A. Churchill.

My Lord, 50, *Baker Street, Portman Square, April* 18, 1861.

DURING Dr. Delany's and Mr. Campbell's visit to Abbeokuta, the Rev. S. Crowther (my father) and myself were asked by the above gentlemen to accompany them to the Alake, or King of Abbeokuta, to witness and attest to the signing of the following Treaty; we walked together to the King's palace between 3 and 4 o'clock in the afternoon, when the following Treaty was read and signed by the King of Abbeokuta in the presence of his courtiers, the elders of the town, and the Representatives of the Chiefs, on the one part, and Dr. Delany and Mr. Campbell, Commissioners, on the other part, the Rev. S. Crowther and myself witnessing to it.

"Article I. That the King and Chief on their part agree to grant and assign unto the said Commissioners, on behalf of the African race in America, the right and privilege of farming in common with the Egba people, and of building their houses and residing in the town of Abbeokuta, and intermingling with the population.

"Art. II. That all matters requiring legal investigation among the settlers be left to themselves to be disposed of according to their own custom.

"Art. III. That the Commissioners on their part also agree that the settlers shall bring

with them as an equivalent for the privileges above accorded, intelligence, education, a knowledge of the arts and sciences, agriculture, and other mechanical and industrial occupations which they shall put into immediate operation by improving the lands, and in other useful vocations.

"Art. IV. That the laws of the Egba people shall be strictly respected by the settlers, and in all matters in which both parties are concerned an equal number of Commissioners, mutually agreed upon, shall be appointed, who shall have power to settle such matters."

The first wording of the Treaty presented to the King had been previously drawn out on parchment, having the Ist Article in this form:—

"Article I. That the King and Chiefs on their part agree to grant and assign unto said Commissioners, on behalf of the African race in America, the right and privilege of settling in common with the Egba people on any part of the territory belonging to Abbeokuta not otherwise occupied."

The Alake or King of Abbeokuta not being able to read or write, had the Articles of the Treaty interpreted and explained to him by the Rev. S. Crowther in the native tongue, clause by clause, while Mr. Campbell read them.

To the following clause he objected, "of settling on any part of the territory belonging to Abbeokuta not otherwise occupied," rendering the Article thus: "the right and privilege of farming in common with the Egba people, and of building their houses and residing in the town of Abbeokuta, intermingling with the population." With this impression the King as well as ourselves signed the Treaty. The Alake or King previous to marking his ⋈ against his name, expressed fully his reasons for wishing that Dr. Delany, Mr. Campbell, and the settlers expected should intermingle with the Egbas at Abbeokuta, and not be separately located:—

1st. That they be under his immediate control.

2nd. That they be within the reach of his protection from the assaults of neighbouring tribes.

3rd. That they render him all assistance in protecting Abbeokuta from the Dahomians and other invaders.

4th. That the inhabitants of Abbeokuta might receive immediate advantage from their superior intelligence in agriculture and other arts and sciences.

For a further confirmation of the above statements, of which I have been an eye-witness and personally concerned in the formation of the Treaty, I would refer you to the Rev. S. Crowther at Lagos.

Hoping that this may assist you in the successful accomplishment of the noble object of the African Aid Society.

I beg, &c.
(Signed) SAML. CROWTHER, Jun.

Inclosure 3 in No. 8.

Mr. Crowther to Lord A. Churchill.

My Lord, 50, *Baker Street, Portman Square, April* 18, 1861.

THUS the above Treaty was satisfactorily made and signed by the parties concerned on the 27th of December, 1859. The King and Chiefs of Abbeokuta were perfectly satisfied, confident, and assured of the sincerity of the Commissioners, from the fact, as has been afterwards expressed by them, their conviction that the introduction of anything good into the country by resident civilized coloured men could not but result from a sincere motive. Since the above date to the departure of my father and self from Abbeokuta, February 1861, I have not heard any opinion expressed either by the King, Chiefs, or people against the Treaty, as it was understood; but, on the contrary, constant inquiries have been made after the Commissioners and their expected companions.

But, my Lord, a few days after the formation of the Treaty, and the Commissioners had quitted Abbeokuta on their way to the inland countries to complete their work with the more distant tribes, all of whom received them with open hands and great joy, Chief Ogubonna, one of the King's chief warriors, who had also signed the Treaty, called to my house, and among other conversations confidentially informed me that "jealousy" had crept into the affair, the late formation of the Treaty; that two old European missionaries residing in the town of Abbeokuta, one of whom had kindly offered his services to the King of Abbeokuta as his private Secretary, and succeeding me in that capacity—that these two missionaries, immediately after the departure of the Commissioners, had either

visited himself, or sent messengers to him, the King and other Chiefs, expressing their regret, surprise, and disappointment that they were not made instrumental in introducing the Commissioners to the authorities, and attesting to their signature, and further, that they thought they had the "right" of such a privilege; but the King and Chiefs, not seeming to notice the dispute of "right," were further taxed with the representation that the Commissioners had a hostile motive, and that one day the settlers will rise against them and take their town from them. Although such statements from such men were calculated to alarm and rouse the timid minds of these illiterate men, yet, notwithstanding, the Chief assured me that they would take no notice of the insinuations; the Chiefs knew very well that such accounts originated from a "petty jealousy" as to who has or who has not the right of enjoying the privilege and receiving the honour of introducing parties to the authorities, took no notice of it; thus the first attempt was made to destroy the Treaty.

Confident as I am of my countrymen's good common sense and judgment; assured as I am of their readiness to take advice, I am not backward to affirm that this great, apparently startling contradiction is not to be looked upon as the legitimate result of any desire of the King of Abbeokuta and his Chiefs to destroy a Treaty which they themselves made and signed before competent witnesses; neither to prevent the return of coloured American settlers.

No public or private opinion was ever expressed in my hearing by the King and Chiefs against civilized coloured Americans settling, like the Sierra Leone emigrants, among them.

The facts above stated will explain at once the cause of the King's contradictory letter.

I hope, therefore, that you be not alarmed, but would advise you simply to consider the affair as a misunderstanding with the King and his Chiefs, and inclose to them the Treaty in the form I inclose you, to be explained to them through an unbiassed party. I should recommend the Rev. S. Crowther, having been the attest to the Treaty made on that occasion.

I am quite certain that the simple-minded King of Abbeokuta, with his noble Chiefs of good common sense and judgment, will, if left to themselves and made to speak for themselves, relate you a story entirely different from what has appeared in his so-called letter. I warrant, from my nine years' acquaintance with the King and Chiefs of Abbeokuta, that they would grant you even more than may have been contained in this former Treaty, if desired, for the facility of the emigration of their countrymen into their mother-land.

Believe me, &c.
(Signed) SAML. CROWTHER, Jun.

Inclosure 4 in No. 8.

Mr. Crowther to Lord A. Churchill.

(Extract.) 50, *Baker Street, Portman Square, April* 18, 1861.

AS this apparent contradiction of the fact of a Treaty having been signed by the Alake, King of Abbeokuta, his Chiefs, and Dr. Delany and Mr. Campbell, will, no doubt, cause you some annoyance and a difficulty in reconciling, I proceed to explain to you some important facts which might enable you to understand the whole affair fully:—

1st. The six names at the foot of the document should not alarm you, they are the names of Sierra Leone emigrants whom I personally know, all of whom I question rightly understand the particulars of the case; they are men who, with the right explanation given them, would any day sign another document expressing the non-objection of the Alake to allow other coloured emigrants like themselves to dwell amongst them. The points objected to by the King and Chiefs during the formation of the Treaty seemed to have been represented afresh to him with great stress in the presence of the witnesses, so as to insure the King's denial to having agreed to such conditions, and thus bring about the destruction of a Treaty that had been formed.

I could almost promise you on my return to Africa to send you a document of a directly opposite nature signed by the King's own hand, with the signature of the identical Sierra emigrants in question.

2ndly. Mr. D. Williams, whose name is attached, is a schoolmaster under the Rev. H. Townsend, and copies all letters written by the above gentleman for the King. Andrew Wilhelm is the interpreter of the Rev. H. Townsend. I had been the Secretary

of the King of Abbeokuta by the joint wish of the late B. Campbell, Consul of Lagos, and the Alake, or King of Abbeokuta, but in consequence of my absence from Abbeokuta I was obliged to resign the office; the Rev. H. Townsend has since acted, and on my return I had no time to reoccupy my former duties. I am, therefore, capable of giving you an idea of "the King's letters." The King receives advice from parties, chiefly the Secretary, that such and such is necessary: he replies, If you think so, write it on my behalf. The King's letter is worded and expressed and sent by the Secretary, and in many cases without a reading with the King; but the King is satisfied, he depends upon the faithfulness of his Secretary: in many cases, therefore, the Secretary broaches the idea, writes the letter, and sends it with the Alake's name. The King of Abbeokuta is a quiet, docile, well-meaning man, of no literary attainment, and not a Christian, but of sound judgment.

The time that the King of Abbeokuta wrote his contradictory letter was the 4th of March, 1861, after the parties, witnesses to the Treaty, having been found had left Abbeokuta for Lagos and England the month previous.

Any more information to enlighten you on the said scheme that is going on to prevent the success of such a noble object will be most willingly given by your humble servant.

No. 9.

Consul Foote to Lord J. Russell.—(Received June 12.)

(Extract.) *Lagos, May* 8, 1861.

IN my despatch of April 1, I reported to your Lordship my intention of proceeding on the following day to Abbeokuta.

I accordingly left Lagos at 6 A.M. of the 2nd for the mainland. The distance from the island is not very great—about an hour's pulling. I considered it advisable before leaving to make an arrangement with the Rev. Mr. Crowther to accompany me.

I considered his services of great importance. His thorough knowledge of the people, of the language, and of the history of the country, of the wars, and the various influences which impeded or advanced the improvement of the people, weighed a good deal in my choice of a companion.

We mounted our horses on landing and struck into a narrow path, which led directly through fields of maize, cassada, and yams. The soil every instant became more consistent, the sand being mixed with red and black loam alternately. From the appearance of the root-crops and maize, I should say it was very productive. For Sea Island cotton it is the very best, and having the advantage of the sea air, so necessary for Sea Island, I should say cotton of the best quality could be produced upon it.

This beautiful and rich level country extends for about three leagues to the Great Forest. The forest extends from the Niger to the Ashantee country, preserving an uniform breadth of about thirty-seven miles.

We entered the forest just as the sun became troublesome. The soil I observed to be exceedingly rich, composed of black and red loam and clay; the timber of immense size; the cotton tree predominating, but here and there I observed some gigantic hard-wood trees, including the African oak, fustic, and a tree resembling the Central American cedar, a species of bastard mahogany; also the india-rubber, and the rosewood, besides numberless others which I did not know, but I should think, from the colour and grain, they would take an excellent polish, and be considered valuable in Europe.

Of smaller shrubs, balsams, and trees producing fibre, there are several in the forest.

Here and there a small clearing had been commenced, but so great is the dread of the kidnappers of Dahomey that the people cannot live on their small farms. They merely clear and plant a small space of ground, and retire to their towns in the evening.

We passed the ruins of several small villages, the only melancholy remnants left by the kidnappers. Here and there also we saw abandoned cotton-fields, the cotton still flourishing, blossoming, and scattering its wool over the ground, for not a soul cared about gathering it.

We conversed with the villagers, and here and there with the people we observed at work. The invariable answer to our question whether they would plant cotton if they could get a ready sale for it, was, "Yes; we will make farms, we will plant anything, and live upon our farms, if you will only defend us from the kidnappers."

The African has generally the reputation of being lazy and disinclined to work, but you can scarcely credit this when you observe them planting their little plots of ground at the constant risk of their liberty, or even lives, and occasionally walking some five or six

miles in the morning, and then again the same in the evening, on their way to and from their lands. I believe the African to be most partial to an agricultural life, and that he merely wants that security which is essential to his pursuits in order to render him active and industrious.

Passing the belt of forest, we entered upon a grassy prairie interspersed with what are called timbers in North America; the soil still magnificent: and as we neared Abbeokuta, the villages and farms became more plentiful. I observed several fields of the beni plant, and most carefully cultivated. In fact all the fields were in a high state of cultivation, which is another proof of the industry of the natives when we consider the rude implements used by them.

On the 4th, when we had arrived within about eight miles of Abbeokuta, we met an escort of horsemen and the King's herald. He presented the King's staff to welcome me, and immediately afterwards we proceeded on our journey, our escort gradually increasing as we neared the city. They were all armed, and, according to their custom, they fired off their guns at intervals, flourished their spears, and dashed off to the right and left at full speed, then returned and fell in the rear. In this manner we passed the city-gates and through the town until we arrived at the King's Palace.

On the following day I visited the King, and I must say my reception was most cordial. I had always heard that the friendship of the Egbas towards the English was most cordial, but I was really not prepared to find that this, I may call it affection, for us, was so general. From the poorest labourer to the most powerful Chief, this good feeling and perfect confidence in us seem a part of their nature; and I can only attribute this to the influence of the missionaries, in the first place, and secondly, to the fact that many leading and influential men now resident at Abbeokuta have been rescued from slavery by our cruizers.

The missionary schools are also slowly, but surely, working a great change in the character of the African.

Several of the Kings and Chiefs of the neighbourhood, and a few from the far interior, have sent their children to be educated by the English missionaries.

The King appointed a special day for a palaver. There is one feature in the mode of government of Abbeokuta which, being distinct from all the other native Governments' should be generally known, and that is, the inability of the King (Alake) to act in any matter affecting the interests of his country without the consent of his Councillors or Elders.

No act of any kind, no grants of privileges, no Treaties with foreign nations or with individuals, are binding without the consent of the Elders and Chiefs in Council. The Alake or King is merely a President, and the country of the Egbas a Republic.

Hence the alleged Treaty with Messrs. Campbell and Delany has been denied. The Alake denies it, and the Chiefs and Elders knew nothing about it.

I alluded in the presence of the Alake and Elders to the wish of Her Majesty's Government to encourage agriculture, and particularly the cultivation of cotton, and that this great object could be easily carried out by the encouragement of emigrants skilled in cotton cultivation.

They answered, "that the Egbas will willingly receive any emigrants sent by the English Government, but not under any other circumstances. What the English Government wishes, the Egbas will do."

The city of Abbeokuta, which has been so often described in such glowing colours, does not even approach the idea entertained in England of its magnitude. The wall is so low and the ditch so shallow that a good horseman could ride over any part of it. Within the walls you have to ride an immense distance before you come to a collection of houses, and those upon a nearer approach are mere clusters of mud huts, the outer walls being scarcely 6 feet high, built without any regularity, the streets crooked and most filthy and broken into sundry little ravines. In fact, neither in population, in appearance, nor in importance, does Abbeokuta approach the descriptions we have received of it. I have ridden on horseback through and around it, and cannot believe that the population can exceed 60,000, and these do not reside in a compact mass of houses, but in small detached towns situated about a mile or two apart. All are of the most wretched miserable description. The doorway of the King's Palace is even so low that I was obliged to stoop upon entering it.

Lagos is the port of Abbeokuta; the trade of Abbeokuta itself is not great, it is merely one of the little streams which serve to swell our yearly exports from Lagos

I remained at Abbeokuta till the 17th, so that I had ample time to make myself thoroughly acquainted not only with the people but also with the trade and its political condition.

I left Abbeokuta on the 17th, and returned to Lagos by the River Ogun. I embarked in a small canoe, and reached Lagos in about thirty-six hours, including a stoppage of nine hours.

From Abbeokuta almost to Lagos the river-bank is highly cultivated, and I am told that the fields extend several miles back; the only break I saw was when the forest commenced, and even there several clearings were observed. The people living on the banks of the Ogun told us that since the English took Lagos the kidnappers had not troubled them.

The same timber I observed on the land route I saw here in abundance. I could not help thinking of the fortunes which lay buried in the woods; such magnificent trees on the very banks of the river within a day's journey of Lagos. The river itself is capitally adapted for floating timber, being almost free of obstructions; the logs could be squared on the spot, and rafted out to the ships at anchor in the roadstead.

Respecting our hopes of obtaining a supply of cotton from Abbeokuta, I find the only difficulty in the way is the dread entertained of the kidnappers of the King of Dahomey. The soil and climate are most favourable, the people industrious, lands easily obtainable and in abundance, together with easy transport by the Ogun river: these embody all the requisites but one, and that is, security; and whilst the King of Dahomey exists as the Ruler of his country this insecurity will continue. The King of Dahomey must comply with the custom—he must sacrifice a certain number of people yearly; thus, independently of his naturally bloodthirsty disposition, he is obliged by the laws of his country to comply with the customs. His naturally vicious and depraved character, encouraged by the slave-dealers, causes him to laugh at any proposals from us; his last threat was, that the first Englishman or Frenchman he caught he would shave his head and make him carry the hammock of his principal adviser, the celebrated slave-dealer Domingo Martinez. Martinez has gained his influence over the King by his yearly present of some thousands of silver dollars; he also acts as the slave-factor of the King.

If the Egbas could make themselves masters of the country, the whole of the petty Chiefs on the coast would rejoice at their occupation; and certainly the great object we have in view, viz., the abolition of slavery, would be finally secured if our friends the Egbas did extend their possessions to the coast, including Whydah and the other Dahomian slave-trading ports.

No. 10.

Consul Foote to Lord J. Russell.—(*Received June* 12.)

(Extract.) *Lagos, May* 8, 1861.

THE Alake of Abbeokuta having called the Elders together in Secret Council, I proceeded to the King's palace, and, aided by the Rev. Mr. Crowther, who acted as interpreter, I held a lengthy conversation with them upon all the subjects of interest to us.

I laid before them, in as clear a manner as I could, the wishes of our Government in respect to the cultivation of cotton, the encouragement of trade, and of useful and respectable emigrants.

I also recited their own history from the commencement of their intercourse with us, alluding also to the numbers of their countrymen who were now prosperous and happy at Abbeokuta, but who might have been toiling as slaves on the Cuban plantations to this day, had not the English cruizers liberated them.

They resolved to open their roads and the river again to trade on the 21st of May.

No. 11.

Consul Foote to Lord J. Russell.—(*Received June* 12.)

My Lord, *Lagos, May* 9, 1861.

I HAVE to report the arrival, on board Her Majesty's ship "Arrogant," of Captain Jones and a small detachment of ten men of the 2nd West India Regiment.

They have been sent for service at Abbeokuta, but the Commodore considers it advisable that Captain Jones should first proceed alone to that place, in order to report upon its strength, and the condition of the native troops.

The ten men have been ordered in the meantime to remain at this Consulate as a guard.

I have, &c.

(Signed) HENRY GRANT FOOTE.

No. 12.

Acting Consul Mc Coskry to Lord J. Russell.—(*Received July* 11.)

(Extract.) *Lagos, June* 5, 1861.

I HAVE the honour to inform you that, having directed inquiry into the subject to which Lord Wodehouse refers in his despatch of the 23rd of April last, I am convinced that the Treaty between the Commissioners on behalf of free emigrants from America, and the Alake and Chiefs of Abbeokuta, was duly signed by the latter. The Alake signed the Treaty in daylight, in the presence of his Elders and messengers from the Chiefs. The Chiefs signed the Treaty separately, as it was presented to them, not publicly in a body.

The meaning of each clause of the Treaty was explained to the Alake and Chiefs by the Rev. S. Crowther before they signed, the construction of Article I being, that the immigrants should live in the town, and not in the country outside the walls.

There can be no doubt that the subsequent denial of the Treaty by the Alake and Chiefs was the effect of arguments used to them by residents there opposed to the scheme. The Republic of Liberia was held out as the result of a similar system of emigration from America. It was represented that the immigrants would erect forts, and, opportunity offered, they would drive the natives from the country and take possession of the soil.

I am of opinion that, now, as the suspicions of the natives have been aroused, the scheme would be more likely to succeed were the emigrants to put themselves under the protection of some Government known to the people of Abbeokuta, who would then have less fear of intrusion on their territorial rights and privileges, and all matters of dispute could be settled by the Representative of that Government and the Alake and Chiefs.

In conclusion, I would observe that, whatever the Treaty may be worth, there can be no doubt that it was signed by the Alake and Chiefs, with the knowledge of all who could claim any right to know, and that a copy of that Treaty was left with the Alake; that there was no secresy in the matter; and that it was not until a powerful opposition influence had been brought to bear upon the Alake and Chiefs that the Treaty was denied.

No. 13.

Acting Consul Mc Coskry to Lord J. Russell.—(*Received July* 11.)

My Lord, *Lagos, June* 10, 1861.

I HAVE the honour to transmit to you herewith a Return of the numbers of slaves liberated at this Consulate from the 12th March to 30th April, 1861.

I have, &c.

(Signed) W. Mc COSKRY.

Inclosure in No. 13.

RETURN of Slaves Liberated and Apprenticed through the intervention of Henry Grant Foote, Esq., Her Britannic Majesty's Consul, from the 12th March to the 30th April, 1861.

Men.	Women.	Boys.	Girls.
99 apprenticed. 31 free.	90 apprenticed. 91 free.	109 apprenticed. 4 free.	75 apprenticed.

British Consulate, Lagos. (Signed) W. Mc COSKRY,
Acting Consul.

No. 14.

Lord J. Russell to Acting Consul Mc Coskry.

Sir, *Foreign Office, July* 23, 1861.

I TRANSMIT to you herewith, for your information, a copy of a report* from Captain Jones, of the 2nd West Indian Regiment, who has recently been employed on special service at Abbeokuta.

* Inclosure 1 in No. 32.

You will perceive that Captain Jones states that the guns, carriages, ammunition, &c., which have been at various times presented by Her Majesty's Government to the Alake and Chiefs of Abbeokuta, are lying about in different parts of the town without any regard to their preservation, and that the carriages are fast decaying, and the various accessories either lost or broken.

I have to instruct you to express to the Alake and Chiefs of Abbeokuta the regret of Her Majesty's Government that better care has not been bestowed on the preservation of the guns presented to them on a former occasion by the British Government, and which, if kept in an efficient state, would be of great service in repelling any attack that might be made by the Dahomians.

You will add, also, that if the Abbeokutans wish for the continued assistance and support of the British Government, they must prove by something more substantial than mere promises that they are willing to accept and act upon the advice tendered to them by British Agents.

I am, &c.
(Signed) J. RUSSELL.

No. 15.

Lord J. Russell to Acting Consul Mc Coskry.

Sir, *Foreign Office, July* 23, 1861.

WITH reference to your despatch of the 5th ultimo, I transmit herewith, for your information, a copy of a letter which, by my directions, has been addressed to Lord Alfred Churchill, the Chairman of the Committee of the African Aid Society, relative to the Treaty or Agreement stated to have been signed by the Alake and Chiefs of Abbeokuta with Messrs. Campbell and Delany, the Commissioners on behalf of the free black emigrants from America, granting to these latter permission to settle on the unoccupied lands belonging to the Abbeokutans.

I also inclose a copy of a letter which I have received from the African Aid Society, together with a list, giving the particulars of a number of emigrants who are desirous of proceeding to Africa under the auspices of the Society; and I have to desire that, in conformity with what I have stated to Lord Alfred Churchill, you will afford these emigrants the benefit of your advice and assistance in the event of their proceeding to Lagos.

I am, &c.
(Signed) J. RUSSELL.

Inclosure in No. 15.

Lord Wodehouse to Lord A. Churchill.

My Lord, *Foreign Office, July* 22, 1861.

WITH reference to my letter of the 15th of April last, I am directed by Lord John Russell to transmit to you, for the information of the Committee of the African Aid Society, the accompanying copy of a despatch from Mr. McCoskry, the Acting British Consul at Lagos,* reporting the result of inquiries made by him in regard to the alleged denial on the part of the Alake and Chiefs of Abbeokuta, that they had signed a Treaty with the Commissioners on behalf of the American blacks, granting permission to them to settle on the unoccupied lands belonging to the Abbeokutans.

Mr. McCoskry, you will perceive, appears to be convinced that the Alake and Chiefs of Abbeokuta did actually sign a Treaty or Agreement with Messrs. Delany and Campbell on behalf of the black emigrants of America, but he believes that they were subsequently induced to deny that they had done so by the arguments of persons opposed to the scheme.

Mr. Foote, Her Majesty's late Consul at Lagos, on the other hand, would seem, as will be seen by the accompanying extract of a private letter from him, to have been of opinion that the grants to Messrs. Delany and Campbell had no validity whatever.

However this may be, Lord J. Russell desires me to state that he is of opinion that it would be unwise to attempt to procure for the American emigrants territorial rights or privileges which might hereafter lead to disputes, and rouse the jealousy of the Chiefs and people of Abbeokuta, and his Lordship would therefore recommend that before any considerable number of emigrant negroes are sent to Lagos, precise information should be procured as to the terms on which such emigrants will be received at Abbeokuta.

* No. 12.

I am, however, to add that his Lordship will transmit to Mr. McCoskry the list which accompanied your letter of the 12th ultimo, of emigrants who are desirous of proceeding to Africa under the auspices of the African Aid Society, and will instruct him to afford them the benefit of his advice and assistance in the event of their proceeding to Lagos.

I am, &c.

(Signed) WODEHOUSE.

No. 16.

Acting Consul Mc Coskry to Lord J. Russell.—(Received August 12.)

(Extract.) *Lagos, July* 4, 1861.

FROM the report of Captain Jones, who has been at the seat of war between Abbeokuta and Ibadan, I see no probability of the war being terminated by military operations this year.

It seems, however, as both sides begin to be seriously affected by the war, that some chance is open for negotiation. I therefore asked Captain Jones if he would undertake a journey to Ibadan, and if necessary, to Oyo, the capital of Yoruba, in order, if possible, to obtain a cessation of hostilities, and refer the point in dispute to some disinterested Power. That energetic officer at once consented, and made preparations for the journey.

As the road lies through Jebu, a message was sent to the King of that tribe, stating that a British officer would pass through his country, and would on the way call to see him, and explain the object of his journey, and ask his assistance.

Captain Jones started yesterday. With him the King of Lagos has also sent a messenger to the King of Oyo, with the view of persuading him to terminate the war.

Should this mission prove unsuccessful, the best thing to be done is to stop the supplies of war material to both parties.

No. 17.

Acting Consul Mc Coskry to Lord J. Russell.—(Received August 12.)

My Lord, *Lagos, July* 9, 1861.

IT is my painful duty to inform you that Captain Jones died on the 7th instant.

Captain Jones started on a mission to Ibadan and Oyo on Friday last in apparent good health. He was, however, soon after taken ill with fever, and having arrived late at the landing-place, he slept in the boat. This, no doubt, made him worse. He, however, would not return, and on the morning of the 7th was so ill that the interpreter and his servant had him taken to a canoe, and made all haste towards Lagos. Captain Jones died the same evening before reaching this place.

By the death of Captain Jones the country has lost a most promising officer. It will be difficult to get so able a man to undertake such perilous duties as he had undertaken.

I have, &c.

(Signed) W. Mc COSKRY.

No. 18.

Earl Russell to Acting Consul Mc Coskry.

(Extract.) *Foreign Office, August* 20, 1861.

I HAVE received your despatch of the 4th ultimo, reporting that, at your suggestion, Captain Jones was about to proceed to Ibadan and Oyo, to endeavour to bring about a cessation of hostilities between Abbeokuta and Ibadan.

You should lose no opportunity of impressing, not only on the Alake and Chiefs of Abbeokuta, but also on the other Chiefs in the Yoruba country, that Her Majesty's Government have no favour or predilection for one tribe more than another; that they will judge of the Chiefs by their acts, and will consider as friends, and support by their influence as far as possible, those men who give up the Slave Trade, and by living at peace with their neighbours, encourage legitimate trade, and develop the resources of their country.

If Her Majesty's Government have hitherto afforded their countenance and support to the Abbeokutans, it has been because they professed to set themselves against the Slave Trade, to encourage civilization, and, by following peaceful pursuits, to afford a good example to their neighbours; but if the Chiefs of Abbeokuta now continue to wage wars, and refuse to listen to the advice and suggestions of the British officers who have spoken to them in the name of Her Majesty's Government, and have endeavoured to bring about a peaceable settlement of their differences with their neighbours, you should give them distinctly to understand that they will forfeit the friendship and goodwill of the British Government.

It is only by degrees that we can hope to bring sufficient influence to bear upon the Chiefs in the Yoruba country to convince them that their interests will be best consulted by giving up wars and pursuing a policy of peace, but Her Majesty's Government are sanguine that this object may be attained by pursuing a firm but conciliatory policy towards them.

No. 19.

Acting Consul Mc Coskry to Lord J. Russell.—(*Received October* 12.)

(Extract.) *Lagos, September* 3, 1861.

I AM happy to report that since the cession of this place everything has gone on quietly, and our relations with the surrounding Chiefs are satisfactory. We are, however, much in need of a person at Abbeokuta to look after our commercial interests. There are numerous complaints against subjects of Abbeokuta, and it is most difficult, by letters or messengers, to put the matter in such a light before the Alake that offenders are brought to justice; the country being at war is the excuse given for many irregularities complained of, and it may be so to some extent: but I have great hopes that when the British Government have an accredited agent resident in Abbeokuta, we might succeed in stopping both the war and the evils to which it gives rise.

It is needless for me to recapitulate the arguments in favour of having Lagos under British rule. All my predecessors have found that due protection to property, life, and liberty, could not be secured under native rule; and the native laws and customs, in reference to slaves, are quite incompatible with any great progress towards civilization.

In consequence of the numerous slaves seeking protection here, I have found it necessary to appoint a man to take charge of and to find work for them, till such time as they become known in the place, and are capable of looking after themselves. For want of some such arrangement hitherto, I find many who have been here have fallen into bad hands, and have again been sold into slavery; indeed, it will take some time, and an efficient executive, before such proceedings are finally stopped.

In order to make the establishment for liberated slaves self-supporting, I devote a small portion of their earnings to defray the expenses; and I consider they suffer no injustice in thus providing for their own protection, and in supporting an asylum which will be always open for those of their friends who can effect their escape from the slave-dealers along the Coast.

The questions arising out of the domestic slavery existing among the natives are giving me more trouble than all the rest of the business together. To avoid quarrels with the native Chiefs around us, cases in which the slaves claim protection require very careful decisions, and it is almost impossible to satisfy our sense of justice and the master at the same time. There is work sufficient for one person in attending to such cases alone.

No. 20.

Acting Consul Mc Coskry to Lord J. Russell.—(*Received October* 12.)

(Extract.) *Lagos, September* 4, 1861.

IN reference to your despatch of July 23, I have, in accordance with your instructions, expressed to the Alake and Chiefs of Abbeokuta the great regret with which the British Government has heard how carelessly the guns, carriages, &c., sent for their defence have been suffered to go to decay through exposure to the weather. I have also informed them that if they desire the support of the British Government, they must in future prove themselves more worthy of it.

The people are tired of the war, and the sufferings they undergo in consequence.

No. 21.

Acting Consul Mc Coskry to Earl Russell.—(*Received November* 11.)

My Lord, *Lagos, October* 4, 1861.

IN reply to your Lordship's despatch of the 20th of August last, I have the honour to inform you that I have on every occasion urged upon the Chiefs of Abbeokuta, and the other Yoruba tribes, the necessity of giving up the Traffic in Slaves and the prosecution of wars of which that furnishes the inducement, if they desired to be friends of England, and to have any claim on her for support.

In this war between Abbeokuta and Ibadan, I have, on every occasion, found the Chiefs of Abbeokuta against any proposal for peace. Lately, the Chief of Ijaye, who was the cause of the war, died, and so far as Ibadan was concerned the terms of a peace might have been arranged; the Chiefs of Abbeokuta have, however, shifted their ground, and declare they are not at war for the protection of Ijaye, as they at first alleged, but that the Ibadans must be driven entirely from the territory they occupy before they will make peace, which is much the same as if a European nation were to go to war for the arrangement of territory as it was a century ago, and has much the same chance of success.

It seems impossible to convince the Abbeokutans that we can be friends of theirs, and also of the Ibadans and other tribes, and they so obstinately refuse any interference for peace that, I believe, the shortest way will be, to stop the supplies of ammunition to both parties, and this we can do without much difficulty, Lagos being the port through which three-fourths of the war material of both sides reaches them. Porto Novo, Badagry, and Palma supply the other part, and a simple notification to either of those places would now suffice to stop the import of such articles.

The continuance of this war gives more encouragement to the Slave Trade, and does more injury to lawful trade than the annual expeditions of Dahomey, and I am convinced that by arguments alone we will not succeed in stopping it.

I have, &c.

(Signed) W. Mc COSKRY.

No. 22.

Acting Consul Mc Coskry to Earl Russell.—(*Received November* 11.)

(Extract.) *Lagos, October* 4, 1861.

I HAVE the honour to inclose a report from Commander Bedingfeld of a visit he made to Epé, to confer with Kosoko and the Chiefs there in reference to the re-opening of the market of Egine.

Your Lordship will observe that Kosoko and all his Chiefs are disposed to be our friends; they are very anxious to be allowed to trade to Lagos; and when we have a force here, and a Government established, I can see no good reason why they should not. There need not be the slightest fear of them doing anything hostile to our authority, and they would be a great accession to our trading and farming resources.

It is only by being kept separate, and all intercourse prohibited, that the enmity and feuds between the adherents of these Native Chiefs are kept up. They speak all the same language, and frequent intercourse under our flag will do more to amalgamate the people of Epé and Lagos than the death of either of the rival Chiefs.

Inclosure in No. 22.

Commander Bedingfeld to Acting Consul Mc Coskry.

Sir, "*Prometheus*," *Lagos, October* 2, 1861.

IN consequence of your note of the 17th ultimo, and the conversation we had upon the subject of Egine market, I started in the "Brune," on Wednesday last, but found she could not get through the narrow channel near Palaver Island, in consequence of the shoalness of the water this year. I accordingly proceeded on from that place, in my boat, to Epé, in the first instance remaining two days; afterwards visiting the market on my return.

I am happy to be able to inform you that I was received with the greatest consideration by Kosoko and his Cabooceers, who begged me to have no apprehension whatever about

their people at the market, as they wished to be on the most friendly terms with the English, and would do nothing likely to offend them. They were all much delighted to hear the news confirmed that we had permanently occupied Lagos, and begged me to forward to the Government their desire to be allowed to trade at Lagos when things were more settled, and assured me they would strictly abide by English law, and give no cause of offence to the Lagos people.

I found Epé much improved and extensively cultivated, the Cabooceer Tappa having one farm of nearly three English miles in extent. This intelligent influential Cabooceer has made an attempt at growing cotton, but failed in consequence of a want of knowledge of its cultivation. He now promises that if we could send him a man who understood a plantation, any amount of labour requested should be forthcoming, as he would see after the work himself.

Knowing the character of Tappa, his fondness for farming, and his immense influence over his people, together with an amount of energy seldom found in black people, I beg to call your special attention to this, as I believe such an opportunity for really a good start for the cultivation of cotton on this coast has never been offered. The soil I should imagine to be admirably adapted; the small quantity of cotton I saw in some of the gardens was growing most luxuriantly.

Tappa also tried an English potato somebody gave him a short time since, and got five good large potatoes from it.

I was detained two days at Epé, as the first was entirely given up to rejoicing at my arrival, and we would not get over our palaver until Saturday. Everybody seemed determined to show us as much honour as possible.

I was requested by the Sherrief Alli to intercede with Kosoko to allow a woman, said to be Sierra Leone, to leave for Lagos with her two children, who had been detained. It seemed that the Sherrief has been in the habit of taking people up to Lagos and never bring them back, so Kosoko determined to put a stop to it; but at my request he at once gave her up, declaring, however, she was handed over to me, and not to the Sherrief. I promised to have her and her children registered as soon as I got to Lagos. Tappa at once gave orders to his people to take them up to the "Brune," together with a handsome present in the way of one bullock, sheep, and pigs.

I left Epé on the morning of the 29th, calling at Egine market. The King of Jaboo had ordered two houses to be built for Mr. Turner. The last market passed off quietly, the only disturbance being caused by a Lagos man: a dispute about some salt, which was soon settled.

I have, &c.
(Signed) NORMAN B. BEDINGFELD.

No. 23.

Earl Russell to Acting Consul Mc Coskry.

Sir, *Foreign Office, November* 23, 1861.

I HAVE received your despatch of the 4th ultimo, reporting that the Chiefs of Abbeokuta have on every occasion refused our proffered mediation to bring about a settlement of their differences with the Ibadans, and suggesting that the most effective way to compel the two parties to come to terms would be by putting a stop to their supplies of ammunition, a measure which you state could be easily effected.

I have in reply to desire that you will lose no opportunity of impressing upon the Alake and Chiefs of Abbeokuta that they will infallibly lose the friendship and protection of Her Majesty's Government if they persist in their hostilities against the Ibadans and refuse to listen to the peaceful counsels of Her Majesty's Agents.

The Governor of Lagos will proceed to his post by the packet of the 23rd of December, and if the Abbeokutans should not on his arrival have come to some arrangement for restoring peace to the Yoruba country, the Governor will be directed to take such measures as may be practicable for cutting off the supplies of ammunition to the belligerents.

I am, &c.
(Signed) RUSSELL.

No. 24.

Acting Consul Mc Coskry to Earl Russell.—(*Received December* 12.)

My Lord, *Lagos, November* 10, 1861.

IT having been considered advisable, notwithstanding repeated refusals, to make another attempt at mediation between the Abbeokutans and Ibadans, Captain Bedingfeld last week visited Abbeokuta, and returned yesterday. He has not succeeded in the main object of effecting any disposition towards peace in the Abbeokuta Chiefs, but he has obtained a promise that the communication between there and Lagos will henceforth be open or closed only with the consent of the authorities here.

It had become known that a human sacrifice had been made outside one of the gates of Abbeokuta lately; the Chiefs alleged it was not done by natives, but by strangers living in Abbeokuta: there is no doubt, however, that they were aware of, and consented to the sacrifice. Captain Bedingfeld has obtained a promise that such shall not again occur within their territory.

The best result of Captain Bedingfeld's visit is that he has established a better understanding between us and the Chiefs; he has convinced them that it is through no ill-feeling against them that they have not been assisted in this war, but the settled policy of the Government. The mistake they have made, and persisted in till now, was in thinking that because they had received assistance against Dahomey, the British Government would assist them in any war they undertook, if the Representative of the Government here was only so disposed; the consequence of this has been that any one trying to undeceive them has been considered a personal enemy.

I herewith transmit a copy of the Agreement in which the promises of the Chiefs have been embodied.

I hope, if they only adhere to their promise to keep open the roads to Lagos, the people will gradually return to peaceful pursuits, and render the continuance of the war an impossibility; they have hitherto had great difficulty in keeping a force in the field while free trading communications existed, and the people generally are tired of the war.

I have, &c.

(Signed) W. Mc COSKRY.

Inclosure in No. 24.

Agreement with the Alake and Chiefs of Abbeokuta.

IN consequence of the representation of Commander Norman B. Bedingfeld, R.N., Senior Officer of the Bights Division of Her Majesty's ships, the Alake and Chiefs of Abbeokuta express their regret that there should have been occasion for the complaint of their want of faith in keeping the Treaty made between them and Her Majesty's Government by Commander Forbes, in 1852.

They now solemnly declare that the three Articles mentioned below, and to which they have now affixed their names, shall be strictly enforced for the future, and be at once made public:—

ARTICLE I.

With a view of strictly enforcing the Ist Article of the above-mentioned Treaty, the Alake and Chiefs hereby promise to stop the road leading to Okeodou, and other places by which slaves are sent to the coast for exportation, against such export, as far as it is in their power; and they will also punish severely any of their own people against whom it can be proved that they have broken this law.

ARTICLE II.

The Alake and Chiefs also solemnly declare that now and after this date, no human being shall be sacrificed, either by them, their people, or others, inside or outside the walls of the town, or anywhere else in their territory.

ARTICLE III.

It having been fully explained to the Alake and Chiefs by Commander Bedingfeld the injury caused to legal commerce by shutting the road between Lagos and Abbeokuta, out of friendship to the Queen of England they are willing to promise that that road shall never again be stopped on any pretext whatever, without the consent and approval of Her Majesty's Government at Lagos; provided always, that when it is deemed expedient to

prevent the Egbas from going to Lagos, the merchants must provide themselves with canoe-men from that place.

Signed at the King's Palace, this 7th day of November, 1861.

(Signed) THE his mark. ALAKE.
APESE his mark. KEMETA.
LEMO his mark. TPOCU.
APISE his mark. ERUNOON.
OKOLOMO his mark.
NORMAN B. BEDINGFELD, *Commander, R.N., Senior Officer for the Bights Division of Her Majesty's ships.*
RICHD. F. BURTON, *Captain, Her Britannic Majesty's Consul, Fernando Po.*
HENRY EALES, *Surgeon, Her Majesty's ship "Prometheus."*

Witnesses to the above signatures:
(Signed) DAVID WILLIAMS.
S. WILLIAMS, *Interpreter.*

No. 25.

Earl Russell to Consul Freeman.

(Extract.) *Foreign Office, December* 23, 1861.

I TRANSMIT to you herewith, under flying seal, a despatch which I have addressed to Dr. Baikie, sanctioning his remaining in Africa until next summer; and I have to desire that you will endeavour to forward the same to its destination by some safe messenger.

You are aware from the correspondence which you have read relating to the Consulate at Lagos, that messengers have been in the habit of passing safely between Dr. Baikie and Lagos, until the wars between the Abbeokutans and the neighbouring Chiefs rendered this means of communication no longer safe or practicable. You will, however, use your best exertions to reopen this route, and with this view you will write to the Alake and Chiefs of Abbeokuta, and to the other Chiefs through whose territory the messengers must pass, explaining to them how necessary it is that Her Majesty's Government should have the means of communicating with their Agents in the interior.

You will perceive that I have informed Dr. Baikie that you are authorized to furnish him with such supplies as he may from time to time require.

Inclosure 1 in No. 25.

Dr. Baikie, R.N., to Lord J. Russell.

My Lord, *Lukoja, September* 10, 1861.

THE "Sunbeam" arrived on the afternoon of the 31st August, and by her I received letters and despatches, being the first since the 2nd March, 1860. Among them was your Lordship's despatch of June 1860, recalling the expedition, but after great consideration I have ventured to defer my return to England until I can again communicate with your Lordship, and this I have done for the following reasons:—

1. Your Lordship has not yet been informed of the present state of affairs here, nor of what has been done here during the past year.

2. My supplies being limited, and my horses having all died, I was prevented from making any lengthened journey; but as I could not be idle, I tried to take advantage of a seemingly favourable state of affairs, and accordingly made a settlement at this spot.

3. The King of Núpe, the most powerful next to the Sultan of Sokoto, being desirous of seeing a market for European produce here, entered into relations with us, and undertook to open various roads for the passage of caravans, traders, and canoes to this place, which promise he has faithfully performed; I, on my part, on the strength of the general tenor of my instructions, and faith in Mr. Laird's intentions, giving him to understand that it was the desire of Her Majesty's Government to have a trading station here.

4. During our late distressed state the King of Núpe behaved most kindly and liberally towards us, and besides frequent presents, lent us cowries for our current expenses, so that I am now in his debt 70*l.* or thereabouts; and during the very limited stay of the steamer here (eleven days and a half) it was totally impossible to communicate with and pay the King, and it would have been a most ungracious and impolitic act after his extreme kindness to have left the place in his debt, and one which I feel assured your Lordship would not have approved of.

5. Because having secured a position here, and the place promising so well, I hardly feel justified in giving it up without first communicating with your Lordship.

Both the Rev. Mr. Crowther, and Captain Walker, agent for the late Mr. Laird's executors, have expressed themselves most favourably impressed with the condition of the place, with its value as a central position and place for trade, and with the importance of keeping it up, and Mr. Crowther will send his views at length to England.

I have reduced my staff as much as possible. Mr. Dalton is going to England: I have sent one servant to Sierra Leone, one to Lagos, and another is only prevented from also going by his being at Bida, and the leaving of the steamer before he can possibly reach; and I am remaining with only two young men and my native followers.

I have started a regular market here, and have established the recognition of Sunday as a non-trading day, and the exclusion of slaves from our market. Already traders come to us from Kábbi, Káno, and other parts of Hausa, and we hope ere long to see regular caravans with ivory and other produce.

I have arranged with the Rev. Mr. Crowther again to try to open a road to Lagos by Ibadan, and at the end of this month I shall send off a messenger by this route to meet Mr. Crowther at Abbeokuta, and to return with other people.

The step I am taking is, I can assure your Lordship, not lightly adopted. After a prolonged absence from England, to stay another season here without any Europeans, with only a faint prospect of speedy communication, and after all my experience of hunger and difficulty last year, is by means an inviting prospect. But what I look to, are the securing for England a commanding position in Central Africa, and the necessity for making a commencement. I have consulted with the Rev. Mr. Crowther, and that gentleman agrees with me in the expediency of what I am about to do, and in consequence of my determination he has left one of his followers, and his family, in charge of his mission station at the town of Gbebe, on the opposite shore. But I would respectfully request that should your Lordship see fit to recall me another may be appointed in my place, who should have Consular authority, and whom I might personally introduce as my successor, and who would alike represent England here, and at the same time protect the many people who have trusted the white men, and who have gathered round me.

I have, &c.

(Signed) WM. BALFOUR BAIKIE,
In charge of the Niger Expedition.

Inclosure 2 in No. 25.

Earl Russell to Dr. Baikie, R.N.

Sir, *Foreign Office, December* 23, 1861.

I HAVE received your despatch of the 10th of September last, reporting your reasons for having deferred to comply with the instructions contained in my despatch of the 23rd of November of last year, directing you to return with the Staff of the Niger expedition to this country; and I have to state to you that, under the circumstances reported in your despatch, I sanction your remaining in Africa until next summer.

Having fully anticipated that you would have withdrawn the expedition by the opportunity afforded by the steamer "Sunbeam" in August last, no steps were taken to furnish you with the supplies which you have from time to time applied for, under the impression that the expedition under your charge was to continue in Africa, nor do I see how it is possible for supplies to reach you with safety before next summer, unless you are enabled to establish a means of communication with Lagos overland.

I have, however, directed Mr. Freeman, Her Majesty's Consul at Lagos, to use his best endeavours to open a communication with you, and I have authorized him, in the event of his being able to do so, to furnish you with such supplies as you may require.

I should be glad to receive by the first opportunity that may offer any observations which you may have to make as to the practicability and policy of maintaining a resident British agent at some point on the Upper Niger, and as to the feasibility of forming an establishment for the reception of liberated Africans, either on the site of your present farm or on any other; and if so, what would be the cost of its maintenance.

I ask for your opinion on these points for information only.

I am, &c.
(Signed) RUSSELL.

AFRICA. (*Consular*)—*Bight of Biafra.*

No. 26.

Acting Consul Laughland to Lord J. Russell.—(*Received February* 13, 1861.)

My Lord, *Fernando Po, December* 1, 1860.

I HAVE the honour to transmit to your Lordship the names of three slaves to whom I have granted emancipation, according to the form herewith inclosed.

They are in charge of the Presbyterian missionaries in Old Calabar.

I have, &c.

(Signed) JNO. LAUGHLAND.

Inclosure 1 in No. 26.

List of Three Slaves emancipated by Acting Consul Laughland.

1. ELIZA WATSON, aged about 18 years, native name Afiong, born in Efik.
2. Jessie Anderson, aged about 20 years, native name Ama, born in Mburikum.
3. Louisa Anderson, aged about 7 years, native name unknown, born in Ibo.

Inclosure 2 in No. 26.

Form of Manumission.

To all whom these presents come, greeting.

KNOW ye that , aged about years, whose native name is , and who was born in the country of , has been this day declared before me, by the Rev. William Anderson, to have been originally a slave, but to be now manumitted. This is, therefore, to declare that fact to all whom it may concern, and to forbid any one into whose hands he [or she] may come from again making him [or her] a slave, under the pain of incurring the displeasure of Her Britannic Majesty's Government, and of suffering such penalty as the Government may attach to such a step.

Given under my hand and seal at Old Calabar, this 10th day of November, in the year 1860.

(Signed) JOHN LAUGHLAND,
Her Britannic Majesty's Acting Consul.

No. 27.

Acting Consul Laughland to Lord J. Russell.—(*Received February* 13, 1861.)

My Lord, *Fernando Po, December* 1, 1860.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of the 20th October, conveying your approval of the promptitude shown by me in informing

the Senior Naval Officer of the Bights Division of the presence in the Cameroons river o the slave-vessel "*Constancia.*"

I have, &c.
(Signed) JNO. LAUGHLAND.

No. 28.

Acting Consul Laughland to Lord J. Russell.—(*Received February* 13, 1861.)

My Lord, *Fernando Po, December* 31, 1860.

I HAVE the honour to inform your Lordship that King Eyo Honesty III, of Creek Town, Old Calabar, arrived here on the 20th instant on board the steam-yacht "King Eyo Honesty II," of Liverpool, accompanied by a number of his Chiefs and people, and favoured me with a visit the following day.

I afterwards introduced the King to the Governor of the Island, who received him very kindly, and showed him the many improvements being made here, which seemed to astonish him very much.

I beg to observe to your Lordship that this is the first time any King or Chief ever was over the bar of the Old Calabar river; and all returned after a stay of six days, delighted with their visit.

The steamer being short of fuel to take her back to Old Calabar, I made a request to the storekeeper for six tons of the Government coals, which he supplied her.

I have, &c.
(Signed) JNO. LAUGHLAND.

No. 29.

Acting Consul Laughland to Lord J. Russell.—(*Received March* 14.)

(Extract.) *Fernando Po, January* 21, 1861.

I HAVE the honour to report that I have succeeded in entering into a Treaty with the King and Chiefs of Creek Town to do away with the very old custom of substitutionary punishment, which I have the honour of transmitting herewith.

Lately the Duke Town people killed two innocent persons for crimes committed by two freemen, and immediately on hearing of the death of the first, I waited upon the King with all the missionaries and supercargoes to endeavour to prevent the death of the second, and to get them to do away with that old and barbarous custom, but regret to say without success. I then sent the King a protest in the name of Her Majesty's Government against such an act of inhumanity; this prevented them carrying out their foul and barbarous work for nearly a fortnight, but subsequently they took the man to the bush and there beheaded him. A few of the old Chiefs are only in favour of keeping up the old custom. All the young freemen are in favour of abolishing it, and am in hopes that with their assistance I shall soon be able to get the Duke Town people to follow the example of the Creek Town Chiefs.

I trust that my proceedings in that river, and suggestions, will meet with your Lordship's approbation.

Inclosure in No. 29.

Agreement.

WE, the undersigned King and Chiefs of Creek Town, Old Calabar, hereby engage with John Laughland, Her Britannic Majesty's Acting Consul for the Bight of Biafra, on behalf of Her Britannic Majesty's Government, to abolish without delay in the territory under our care, the old practice of inflicting punishment on the innocent in room of the

guilty, and to use our influence to effect the abolition of the practice in the whole region of Old Calabar.

Dated this 18th day of January, 1861.

(Signed) KING EYO HONESTY III.

his
TOM ✕ EYO.
mark.

his
KING ✕ CAMEROONS
mark.

JOHN EYO.

his
EKPENYONG ✕ OKU.
mark.

his
HOGAN ✕ BASSY.
mark.

his
ESIEN ✕ AMBO.
mark.

his
SAMUEL ✕ AMBO.
mark.

his
ANTIKA ✕ AMBO.
mark.

his
ANSA ✕ EYO.
mark.

JNO. LAUGHLAND, *Her Britannic Majesty's Acting Consul.*

Witnesses:

(Signed) H. R. WRATISLAW, *Commander, H.M.S. "Ranger."*
WM. ANDERSON, *Missionary.*
ARCHIBALD HEWAN, *Medical Missionary.*

AFRICA. (*Consular*)—*Sherbro River.*

No. 30.

Consul-General Hill to Lord J. Russell.—(*Received February* 12.)

My Lord, *Government House, Sierra Leone, January* 17, 1861.

I HAVE the honour to inform your Lordship that an American-built barque named the "*Clara Windsor*," of New York, taken by Her Majesty's steam-sloop "Espoir," Commander S. Douglas, in latitude 4° 44′ south, and longitude 14° 20′ west, arrived here on the 6th instant, and landed in the Liberated-African Yard 612 slaves, viz., 223 men, 69 women, 234 boys, and 86 girls.

2. I regret to state that between 50 and 60 slaves died on board after the capture, before arrival here, and the Colonial Surgeon fears that many others cannot be saved, as they are suffering from dysentery, produced by want of room and ventilation on board.

3. These slaves are said to have been shipped at Cabinda and the Congo.

4. The "*Clara Windsor*" was condemned in the Vice-Admiralty Court on the 15th instant, as a lawful prize to the Crown of Great Britain; when taken she did not show any colours, nor were any papers found on board, and she therefore could not claim the protection of any country.

I have, &c.
(Signed) STEPHEN J. HILL.

No. 31.

Consul-General Hill to Lord J. Russell.—(*Received February* 12.)

My Lord, *Government House, Sierra Leone, January* 17, 1861.

I HAVE the honour to inform your Lordship that on information received by me that a vessel was in the River Pongas with slaves on board, the Commander of Her Majesty's steam-ship "Falcon" sent her boats up that river, and the officer in charge reports that they found a schooner of about 100 tons, name and nation unknown, aground in one of the creeks, with only her masts standing, having neither rigging nor sails, and completely cleared out; and from the information he could glean, it would appear that a resident named Lefevre, a man of colour, had sold 200 slaves, which were shipped in this vessel and paid for, after which Lefevre caused the captain and crew to be poisoned, when he recovered the slaves and relanded them.

I shall make every inquiry as to the truth of this information, and report to your Lordship the result.

I have, &c.
(Signed) STEPHEN J. HILL.

No. 32.

Consul-General Hill to Lord J. Russell.—(*Received July* 11.)

My Lord, *Government House, Sierra Leone, June* 20, 1861.

I HAVE the honour to transmit, for your Lordship's information, the inclosed report received by the officer commanding the troops from Captain A. T. Jones, of the 2nd West Indian Regiment, at present on special service at Abbeokuta.

Captain Jones's indisposition is much to be regretted, and will account for the non-

receipt of the observations alluded to in his report, which should have formed part of the report now transmitted.

I have, &c.
(Signed) STEPHEN J. HILL.

Inclosure 1 in No. 32.

Captain Jones to the Officer Commanding the 2nd West India Regiment, Sierra Leone.

(Extract.) *Abbeokuta, June* 6, 1861.

IN compliance with the orders of Commodore Edmonstone, I have the honour to report that I started from Lagos on the 7th May. I was prevented making an earlier start from illness consequent on exposure in the river and lagoon during the expedition to Porto Novo. I reached this city on Saturday May 11th, and received audience of the Alake, or King, on the morning of the 13th.

Nothing could be more gracious than my reception; and on my expressing my desire to have an opportunity of making a full and complete inspection of the troops composing His Majesty's army, I was informed that it was at present engaged actively in the field, but that in the event of my deciding upon visiting their camps, I should be furnished with letters to the Chiefs and Generals, who would be instructed to give me every assistance for acquiring the information desired.

Furnished with these credentials, I started on 17th May for the camp of observation at Okemeji, distant about thirty miles. Ogobono, the General who defeated the Dahomian army in 1851, is in command here, the position being one of great importance, being so placed as to cut off communication between the enemy and the coast. Here I remained three days, taking every opportunity of making myself acquainted with the various subjects incidental to native camps, their construction, maintenance, &c. From thence I proceeded to Ijaye, about forty miles in a northerly direction, where are the camps of the Egbas and Ijayes: the Abbeokutans are an integral portion of the Egba tribe; these two tribes have united against the Ibadans.

I started for camp early on the morning of 22nd May, and rode the entire distance, passing through the enemies' country, who having heard of my intended visit by means of spies, had sworn to sacrifice me. However, by taking this journey, and riding on ahead of the escort provided for me, I was enabled to forestall their intentions, and reached the camp late the same evening.

As the results prove, it is fortunate in other respects that I acted thus, in what might otherwise appear a rash and unnecessary manner, for on the day after my arrival a battle took place, from which it was hoped by the Ibadans some good would result before the "fetish" or charm of the white man's presence could operate against them. During the engagement I took up a position nearly amongst the front rank, and about 300 yards distance from the enemy; I was thus enabled to watch the tactics of both sides with great facility. I was, however, reluctantly compelled to withdraw, my interpreter being wounded by my side in the thigh, my own leg grazed by a bullet, and a third bullet striking the tree against which we were leaning, a few inches above my head. However I had seen sufficient by that time to enable me subsequently to follow all their movements from a spot a little further retired.

I remained at this point until the action was over; it terminated in a drawn battle, with little loss on either side. My visit to this camp extended to the morning of the 29th May, when I retraced my steps, arriving at Abbeokuta on the 31st ultimo.

CAPTAIN A. T. JONES, 2nd West India Regiment, had an attack of fever yesterday, and has, in consequence, not had time to finish his correspondence, as he had hoped to have done.

(Signed) A. A. HARRISON, M.B.

Abbeokuta, June 7, 1861.

Inclosure 2 in No. 32.

Commodore Edmonstone to Captain Jones, 2nd West India Regiment.

Sir, *Lagos, April* 29, 1861.

AS reports are still current that the King of Dahomey intends to attack Abbeokuta, I think it very desirable that you should lose no time in proceeding to that place (provided with the Consul's safe escort), with the view of obtaining all the military information you can as to the resources of that country and the means they may have of acting in an offensive war.

For the better guidance of Her Majesty's Government it will be as well that the small detachment from your regiment should be left at Lagos until you are able to ascertain of what use they may be at Abbeokuta in instructing the natives, and also if the authorities there are willing to make some permanent arrangement for their accommodation. Her Majesty's Consul will furnish you with an official introduction to the Alake or King of Abbeokuta.

You will be good enough, as soon as possible after your arrival at Abbeokuta, to inform your commanding officer at Sierra Leone of your proceedings, a copy of which, at your convenience, I should also wish to receive.

You will be good enough to beg Major Hill to forward to England, by the same packet, all the information he receives from you as to Abbeokuta.

I have, &c.
(Signed) W. EDMONSTONE.

No. 33.

Consul-General Hill to Lord J. Russell.—(*Received August* 12.)

My Lord, *Government House, Sierra Leone, July* 16, 1861.

I HAVE the honour to transmit a letter received from the Acting Consul-General for Spain on the subject of a Spanish vessel seized by the officers of the Government of Liberia, and afterwards burned by Commander Smith, of Her Majesty's steam-sloop "Torch."

Notwithstanding the crew have declared their visit to the Gallinas as having been accidental, and their intentions honest, I have received the most reliable information that the vessel was engaged in the Slave Trade, and the supercargo a most notorious old slave-trader and pilot for the Gallinas. The difficulty of getting the vessel over the bar into the river must have been very great, but the idea of having been blown on shore is too absurd for belief, as gales of wind on this coast are unknown.

I inclose, for your Lordship's approval, a copy of my answer to M. Pio de Emperanza.

I have, &c.
(Signed) STEPHEN J. HILL.

Inclosure 1 in No. 33.

Señor Pio de Emperanza to Governor Hill.

(Translation.)

Sir, *Sierra Leone, July* 13, 1861.

ON the 23rd of June last, Francisco Milan, captain of the Spanish schooner "*Buenaventura Cubano*," and crew, presented themselves at this General Consulate, and made the following declaration—

1. That, on their voyage from Teneriffe to Fernando Po, on the night of the 4th May, they were struck by a strong squall, and cast on a reef.

2. On the morning of the next day, the captain put off from his vessel and made for the land to inquire whereabouts they were, and to engage men to assist him in righting his schooner. He was informed that he had been wrecked inside the bar of the Gallinas river.

3. He made the men lighten the vessel, and got her afloat, but found she was leaking, and on finding this to be case he thought to rectify the same.

4. That, in consequence of this mishap, he made an agreement with Prince Mannah to give him tobacco, rum, and cloths to the value of 19,000 dollars, in lieu of 300 casks of palm oil of 80 gallons each cask, to be given within the space of four months, from the 1st July to the beginning of December; the contract being signed by each party.

5. Some days after, the ship of war "Quail," of the Republic of Liberia, of the Province of Monrovia, arrived, and boarded the Spanish schooner with sixty men, and desired them to surrender, making them prisoners, and refused to see the captain's papers and his flag, saying they desired nothing less than his cargo and ship. The captain requested to see his commission as a cruizer, but was denied; they, after the manner of pirates, taking, with violence, everything that they could, even to the personal baggage of the crew, leaving them only the clothes they then had to their backs, and divided the cargo among themselves.

6. At this moment the captain of the schooner and his crew protested against this

act, and this protest was witnessed by Prince Mannah, his brother, and the principal Chiefs of the place.

7. Being thus robbed, and, from all they could gather, expecting they would be killed, they went, in company with the brother of Prince Mannah, to Sherbro, from which place they observed their vessel in flames.

8. They arrived here in Freetown in the greatest state of misery, having six ill, two having died on their return.

This declaration was made by all on oath, and they presented their papers at this Consulate in good order.

Mr. Em. Geislinger, proprietor of a factory at the Sherbro, sent me a letter, signed by the brother of Prince Mannah and another Chief, being quite in accordance with the foregoing declaration, and stating that what the captain and crew were about to declare would be the truth.

On observing these facts, I made investigation, and yesterday I received the latest information, and I have been assured of the truthfulness of the statements. I find I am obliged, therefore, solemnly to protest, which I now do, against the unjust, criminal, and piratic conduct of the captain of the vessel of war "Quail," of the Liberian Republic, who has stolen the Spanish schooner alluded to, her cargo, and her equipments. The Liberian Republic not being recognized by the Spanish Government, I think it my duty to address to your Excellency this protest, that you may be acquainted with what has taken place.

I am informed that the Commander of Her Britannic Majesty's steam-sloop "Torch," knowing that the "Quail" had taken the Spanish schooner without any right to do so, recaptured her, and burnt the same. I have nothing to remark on this act, it having thus prevented the Republic of Liberia from doubling her navy.

I have, &c.

(Signed) PIO DE EMPERANZA,
Acting Spanish Consul-General.

Inclosure 2 in No. 33.

Governor Hill to Señor Pio de Emperanza.

Sir, *Government House, Sierra Leone, July* 15, 1861.

I HAVE the honour to acknowledge the receipt of your communication of date the 13th instant, acquainting me that the Spanish schooner "*Buenaventura Cubano*" had been seized in the Gallinas river by the Government of Liberia, and afterwards recaptured and burned by the Commander of Her Majesty's ship "Torch."

You are aware I cannot exercise any control over the proceedings of the officers of the Republic of Liberia, and you do not attach blame to the British Commander.

It will be my duty to make the British Government acquainted as early as possible with the contents of your communication.

I have, &c.

(Signed) STEPHEN J. HILL.

No. 34.

Consul-General Hill to Lord J. Russell.—(Received August 12.)

(Extract.) *Government House, Sierra Leone, July* 20, 1861.

IT is with sincere regret I transmit the inclosed letter from the Acting Consul at Lagos, reporting the death, when in the execution of his duty, of Captain A. T. Jones, of the 2nd West India Regiment, from the effects of fever.

I entertained a high personal regard for Captain Jones, and the service has lost a most intelligent, zealous, and efficient officer by his demise.

Inclosure in No. 34.

Acting Consul Mc Coskry to Consul-General Hill.

(Extract.) *Lagos, July* 8, 1861.

IT is my painful duty to inform you of the death of Captain Jones at 8 P.M. yesterday.

Captain Jones left here in apparently good health on Friday last for a small market-place about twenty-five miles distance from this place; thence he proposed passing through

Jebu to Ibadan and Oyo, to endeavour to bring about peace between Ibadan and Abbeokuta. He went by boat, and on the way was taken ill with fever, but he would not return, and arriving at the place after dark, he slept in the boat. He was worse next morning, but still would not return. He took no medicine, although he had some with him, and on Sunday morning was so ill, the interpreter had him carried into a canoe, and started for Lagos.

Captain Jones did not live to reach it, dying on the way. His remains were buried by the side of Captain Foote, to-day.

I cannot express how much he is regretted here by every one with whom he came in contact.

No. 35.

Earl Russell to Consul-General Hill.

Sir, *Foreign Office, August* 20, 1861.

WITH reference to your despatch of the 16th ultimo, I have to acquaint you that I approve your answer to the letter addressed to you by the Acting Spanish Consul-General at Sierra Leone, relative to the seizure by the Liberian authorities in the Gallinas river of the Spanish schooner "*Buena Ventura Cubano,*" for being engaged in the Slave Trade, and the subsequent destruction of that vessel by the boats of Her Majesty's ship "Torch."

I am, &c.
(Signed) RUSSELL.

No. 36.

Consul-General Hill to Earl Russell.—(Received November 11.)

My Lord, *Government House, Sierra Leone, October* 21, 1861.

I HAVE the honour to transmit, for your Lordship's information, a copy of a despatch to his Grace the Duke of Newcastle relative to the Colony of Liberia.

I have, &c.
(Signed) STEPHEN J. HILL.

Inclosure 1 in No. 36.

Governor Hill to the Duke of Newcastle.

(Extract.) *Government House, Sierra Leone, October* 21, 1861.

I HAVE the honour to transmit, for your Grace's information, the report of Commander Smith, with inclosures from the Secretary of State of Liberia, relative to an engagement between a Spanish gun-boat and the schooner "Quail" and batteries at Monrovia.

It would appear that nothing further has, since that untoward event, occurred of a hostile character on the part of Spain, but the Monrovians are building batteries and mounting guns, fearing an attack from a Spanish squadron.

It is not so stated, but there can be no doubt that the circumstances which produced this misunderstanding between the Governments of Spain and Liberia are the same already reported by me, relative to the Spanish slaver first taken possession of at the Gallinas by the Commander of the Liberian vessel of war "Quail," and afterwards burned by Commander Smith, of Her Majesty's steam-sloop "Torch."

It may be a question, the right exercised by the Commander of the "Quail" to seize a Spanish vessel at the Gallinas, but nothing, I apprehend, could justify the destruction of Monrovia, without first allowing the Liberian Government an opportunity to explain the grounds on which their officer acted, or to offer compensation in case they did not approve of his conduct.

The proceedings of the Spanish gun-boat in making what was understood to be a friendly visit, and, without any communication on the subject of the cause of quarrel, firing on the "Quail," is, I believe, an act without precedent in civilized warfare.

Inclosure 2 in No. 36.

Commander Smith to Governor Hill.

Sir, "*Torch*," *Sierra Leone, October* 20, 1861.

IN compliance with your Excellency's request, I have visited Monrovia and had an interview with the President of Liberia.

I inclose a copy of a letter addressed to me from the Secretary of State, also the documents referred to therein.

Should your Excellency deem it advisable that one of Her Majesty's ships should proceed to Monrovia, I will send instructions to Commander Heneage, of Her Majesty's ship "Falcon," to proceed there at once, or go there myself as soon as practicable.

I have, &c.

(Signed) F. H. SMITH.

Inclosure 3 in No. 36.

Mr. Lewis to Commander Smith.

(Extract.) *Department of State, Monrovia, October* 18, 1861.

THE President has directed me to convey to you his high appreciation of the communication which you made to him to-day, from his Excellency the Governor of Sierra Leone; and to express to you the satisfaction he had with you on the occasion of your visit.

The President is fully sensible of the importance which is to be attached to the interest manifested by his Excellency the Governor for the welfare of Liberia; and he has directed me to transmit to you for the information of his Excellency, copies of depositions and other documents referring to the extraordinary aggression in this port upon the Liberian Government schooner "Quail," by a Spanish war-steamer on the morning of the 11th September.

Inclosure 4 in No. 36.

Lieutenant Benedict to the President of Liberia.

Sir, "*Quail*," *off Monrovia, September* 14, 1861.

I HAVE the honour to report to your Excellency, that on Wednesday, the 11th instant, there came to an anchor off this place, a steam-vessel wearing the ensign of a Spanish man-of-war; I immediately, after anchoring, called away my boat and directed Mr. Carney, my second officer, to board her, inquire her name, that of her captain, her wherefrom, whereabout, and general news, as you will see from the report of Mr. Carney which I have the honour herewith to annex.

Having no suspicion of any intention on the part of the Spanish war-vessel to enter into hostilities with us, I was busy with my men in fishing an anchor from which we had parted our cable a few days previous: we were all busily engaged in doing so when my notice was called by one of my men to his getting under way; this I thought nothing of, as he had come-to very near our vessel, but merely thought that he intended only to move a little further off, as the swinging of the vessels might bring them in contact with each other. He stood out about three or four miles, and directed his vessel again for the harbour, ran in, rounded the stern of the American barque "Edward," under charter from the United States, by Messrs. Johnson, Turpin, and Dunbar, merchants of this place, stood up between the "Edward" and myself, and when opposite me, so that his guns would bear, opened fire upon me, throwing first grape, and next grape and round-shot: he happily, however, injured no one on board. Several of the grape struck the schooner, but did no serious damage to her; our bowsprit was struck by the round-shot, which carried away our fore-topmast and flying jib-stays, and bowsprit-stays. As soon after his first fire as I could I piped all hands to quarters and succeeded in repulsing the aggression, and drove him off with an impression in his stern and quarters which will indelibly mark upon his mind the remembrance of the Liberian schooner "Quail."

I have, &c.

(Signed) JAMES LIBERIA BENEDICT.

Inclosure 5 in No. 36.

Acting Lieutenant Carney to Lieutenant Benedict.

Sir, "*Quail*," *off Monrovia, September* 11, 1861.

I HAVE the honour to report that, in accordance with your orders, I boarded the Spanish steam-vessel of war, requested her name, and that of her Captain; to which they replied that "she was a Spanish man-of-war, that she was just from Sierra Leone, came to see the President, and would likely remain here for two or three days, and inquired the best place for landing," &c.

The Commander made the impression upon my mind that his visit was a friendly one.

I have, &c.
(Signed) MINGO CARNEY.

Inclosure 6 in No. 36.

Deposition of Mr. Mc Intyre.

PERSONALLY appeared before me, B. R. Wilson, Judge of the Quarterly Court of Sessions, Montserrado County, Republic of Liberia, William Mc Intyre, master of the American barque "Edward," now lying in Montserrado Roads, and being duly sworn by the United States' Vice Commercial Agent for the port of Monrovia and its dependencies, deposeth as follows:—

My name is William Mc Intyre: my place of residence is Bristol, State of Maine, United States; occupation seafaring.

Question. Are you commander of the American barque "Edward," now lying in the port of Monrovia?

Answer. I am.

Q. Will you state all the facts relating to the attack made upon the Liberian schooner "Quail," by a Spanish war-steamer, on the 11th instant, in the port of Monrovia, that is, all the facts within your knowledge?

A. Before leaving my vessel on the morning of the 11th instant, I saw a steamer under Spanish colours entering the harbour. Shortly after I arrived on shore the steamer anchored; a boat from the Liberian schooner "Quail" went alongside of her, and remained a short while. Immediately after the boat left, the steamer weighed anchor, and proceeded to sea. A short time afterwards the steamer returned to harbour' describing a considerable circuit, rounding the stern of my barque the "Edward,', until she ranged between the "Edward" and "Quail." Some short time afterwards I heard the report of one cannon, and then another. I suppose they came from the Spanish war-steamer, as the smoke ascended directly from her. Immediately afterwards there was general firing, both from the fort and the "Quail," and the steamer retreated with full steam.

(Signed) WM. Mc INTYRE, *Master of the barque "Edward."*

The above was sworn to before me, B. R. Wilson, Judge of the Court of Quarter Sessions and Common Pleas.

Given under my hand and seal of Court, September 16, 1861.

(Signed) B. R. Wilson, *Judge of the Court of Quarter Sessions and Common Pleas.*

We the Undersigned do hereby certify that the above deposition was made and executed in our presence.

(Signed) J. J. Roberts, *le Consul de Belgique.*
John Seys, *United States' Vice-Commercial Agent.*

Inclosure 7 in No. 36.

Deposition of Charles Knowles.

PERSONALLY appeared before me, B. R. Wilson, Judge of the Quarterly Court of Sessions, Montserrado County, Republic of Liberia, Charles Knowles, first mate of the American barque "Edward," now lying in Montserrado Roads, and being duly sworn by

the United States' Vice Commercial Agent for the port of Monrovia and its dependencies, deposes as follows :—

My name is Charles Knowles. I am first mate of the barque "Edward;" my residence New York city; occupation mariner. On the morning of the 11th September, 1861, about 8 o'clock, I saw a steamer steaming in harbour. When within two miles of the barque "Edward," I discovered she was flying a Spanish standard. She came within two cables' length of the schooner "Quail," and anchored: immediately a boat boarded her from the "Quail," and returned. About ten minutes after the steamer got underweigh, and put to sea; stood out about five miles, then bore up, and came in harbour again, close to the barque "Edward's" stern. I saw two of her large guns manned. After getting herself in the range of the schooner "Quail" and barque "Edward," she fired one gun. I saw grape shot strike in the water, near the "Quail's" stern. She still kept ranging a-head under steam, until she got forward of the "Quail's" beam, and then fired another gun. I saw grape-shot strike the "Quail's" bow and fore rigging. The "Quail" returned fire. The steamer then altered her course, and headed out of harbour. The "Quail" fired several guns, and there were several guns fired from Fort Norris Battery. The Spanish steamer made sail, and put to sea.

Question. Do I understand you to say that the Spanish steamer fired into the "Quail" first?

Answer. Yes; she fired two guns at the "Quail," before there was any firing from the "Quail" or battery.

Q. What distance was your barque from the "Quail" when the steamer fired?

A. About four cables' length from the "Quail," and two from the steamer.

Q. Did you learn the name of the Spanish steamer or her Commander?

A. I did not, as I had no communication with her.

Q. Did you take her to be a man-of-war?

A. I did, by her flying the Spanish standard, and her armament and men.

(Signed) CHARLES KNOWLES,
First Officer of the barque "Edward."

The above was sworn to before me, B. R. Wilson, Judge of the Court of Quarter Sessions and Common Pleas.

Given under my hand and seal of Court, September 16, 1861.

(Signed) B. R. Wilson, *Judge of the Court of Quarter Sessions and Common Pleas.*

We the Undersigned do hereby certify that the above deposition was made and executed in our presence.

(Signed) J. J. Roberts, *le Consul de Belgique.*
John Seys, *United States' Vice-Commercial Agent.*

BRAZIL.

No. 37.

Mr. Christie to Lord J. Russell.—(*Received January* 3, 1861.)

My Lord, *Rio de Janeiro, December* 3, 1860.

I HAVE the honour to inclose the copy of some information which has been given me about the blacks of the Brazilian Mining Company (Cata Branca), and Imperial Brazilian Mining Company (Gonga Soco).

Similar information was communicated to the Earl of Clarendon in 1857 by the Secretary of the British and Foreign Anti-Slavery Society, and is printed in the Slave Trade Correspondence, Class B, presented in 1858, at page 70.

With regard to the blacks of the Brazilian Company let to the St. John del Rey Company, under a contract which it is stated provided for their emancipation at the end of a term which would have expired in 1858 or 1859, Mr. Scarlett applied in 1857 to Dr. Walker, the Superintendent of the St. John del Rey Company in Brazil, for information, and Dr. Walker referred Mr. Scarlett to the London Board of Directors, stating that he had no doubt the Board would be happy to give the information desired. This correspondence is printed at page 81 of the same volume.

Mr. Powles, who is mentioned in the inclosed paper, is, I believe, the gentleman who is in constant communication with the Foreign Office about claims on South American Governments.

There appears to be little doubt that the emancipation of these slaves was designed in the contract made with the St. John del Rey Company; but without seeing the contract, it is impossible to know whether the emancipation is binding on the Brazilian Company. I have no means here of procuring a copy of the contract, but the Board might not refuse to furnish your Lordship with a copy, and give such other information as the inclosed paper might lead your Lordship to ask for.

The blacks of the Imperial Brazilian Mining Company are those who have been lately sold and transferred to a Brazilian merchant, Santos, as mentioned in my despatches of the 24th September and 22nd October last. It is stated in the inclosed paper that there was a stipulation in the contract of purchase made by Mr. Oxenford, the agent of the Company, with the Brazilian Government, for the emancipation of slaves born on the estate. The information given to Lord Clarendon in 1857 was, that there was a resolution of the shareholders at the first formation of the Company for freeing all children born of their slaves. An application to the Board, if your Lordship thought proper to make it, might, perhaps, elicit precise information on this subject; but I think it hardly probable that any acts of the Company have so conferred freedom on any of the blacks lately sold to Senhor Santos as to invalidate their sale.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 37.

Memorandum.

Cata Branca Slaves (*Brazilian Company*).—THE contract for the transfer of these blacks was made in London between the Cata Branca and Morro Velho Directors. The blacks, as far as recollection goes, were hired for a term of twelve or fourteen years, one-half of this period for 2,500*l.* per annum, and the remainder at 1,250*l.* At the end of this time they were to be free. The transfer took place in 1844 or 1845.

The promise of freedom was never doubted, and the deceased Mr. Champion, formerly

of Cata Branca, and son-in-law to one of the Directors, has been repeatedly heard to say that "if he lived, he would see justice done to the blacks, for that he considered they had been most unfairly treated by both Boards of Directors."

Captain Cotesworth, whilst acting as Commissioner at Cata Branca, established a savings' bank for the blacks, and allowed the best-behaved to work overtime, with the understanding that the money they earned was to be carried to their credit towards the purchase of their own freedom. The value fixed for the price of a slave was 600 milreis, and 400 milreis for his wife. Some few freed themselves at Cata Branca, and others who yet wanted small sums to make up the required amount were eventually freed at Morro Velho. Some had sums due to them, ranging from 5 milreis to 200 milreis, but at the suggestion of Mr. Herring, the system was discontinued on account of the expected freedom to be given to them all at the expiration of the contract. Through the instrumentality of Mr. Keogh, who succeeded Mr. Herring as Commissioner at Morro Velho, the money was returned to them. When this gentleman was in England at the expiration of his engagement as Commissioner, he received a letter from Mr. Powles, then Chairman of the Morro Velho Company, asking him for his opinion as to the policy of freeing so many slaves at once, and evidently wanting him to advise to the contrary. This, however, he did not do, but told Mr. Powles that the Directors were bound to carry the stipulations of the contract into effect at whatever sacrifice it might be to them.

Some person informed the Cata Branca blacks that, at the expiration of a certain time they would be made free; this information they conveyed to the blacks of the Morro Velho Company, and, in consequence, a serious disturbance was anticipated.

Mr. Powles, then Chairman of the Company, felt much anxiety on the subject, and long before the expiration of the time, the Directors of both Companies arranged that that part (term of freedom) should be annulled, and that the period of hire should be extended. The only Director of the Cata Branca Company then existing, was Mr. Robert Cotesworth, and the Secretary was Mr. William March. The former, it is believed, became disgusted with the affair after his brother's (Captain Cotesworth's) death, and the whole management fell into the hands of Mr. March, and he, having no personal interest in it, left it to the Directors of the Morro Velho Company to do as they thought proper, and thus *de facto* the blacks belong to the Morro Velho Company, although there can be no doubt that they are *de jure* freemen.

In common justice to the Directors of the Cata Branca Company, as well as to the blacks themselves, the negroes should be freed. A plea which the Directors of the Morro Velho Company used to justify themselves was, "that the negroes had no voice in the matter, and that although their owners had undoubtedly proposed freeing them, but seeing the ill effects that might be produced, and the bad feeling and discontent that might spring up in the minds of the Morro Velho blacks, they had reconsidered the subject, and altered their minds, and in so doing had not in any way prejudiced the negroes, who had no right to know what had been intended for them."

Gonga Soco Blacks (Imperial Brazilian Company).—It was generally understood and believed that, in virtue of the contract made between Mr. Edward Oxenford and the Brazilian Government at the time of the purchase of the mine, that all slaves born on the estate belonging to the Company, should be made free after a certain period. Mr. Henwood, when Commissioner there, insisted on freeing some. This mine being the first purchased by foreigners, Mr. Oxenford, to avoid any difficulties with the then Government, agreed to certain terms amongst which it was supposed the above was one, and to a certainty another was that the Company should pay 5 per cent. more duty than that levied upon the natives, and the Company consequently paid 25 per cent. for some years, even after the duty was lowered to 5 per cent. for the natives.

No. 38.

Mr. Christie to Lord J. Russell.—(*Received January* 23, 1861.)

My Lord, *Rio de Janeiro, December* 17, 1860.

WITH reference to my despatches of the 24th July and 27th August last on the proposed removal of a number of free blacks from Ypanema, in St. Paul's, to the distant province of Mattogrosso, I have the honour to state that I have now, after the lapse of five months since I last brought the matter to Senhor Sinimbú's notice, received little or no information from the Brazilian Government. I have lately learnt with surprise that all the blacks who were at the port of Santos have been sent back to Ypanema, and my informant fears it is possible that they may be sent overland to Mattogrosso, as has been done with others.

Under these circumstances I have thought that I ought not to abstain longer from making an official communication to Senhor Sinimbú, and I inclose a copy of a note which I have addressed to him, expressing my hope that there is no intention of sending any more free blacks overland to Mattogrosso, and asking whether the Brazilian Government will now emancipate four free Africans of the Ypanema establishment, who, according to a statement furnished by the Minister of War, have been more than twenty-one years in the service of the Brazilian Government.

I also ask for information about eighteen free Africans who are spoken of in the last annual report of the Minister of Finance as having been sent to the Colony of Brillante in the same distant Province of Mattogrosso.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 38.

Mr. Christie to Senhor Sinimbú.

M. le Ministre, *Petropolis, December* 19, 1860.

WHEN five months ago I called your Excellency's attention in conversation to the proposed removal of blacks from Ypanema to the Province of Mattogrosso, you were good enough to promise me, after a conference with the Minister of War, that full inquiry should be made as to the freed blacks of the Ypanema establishment, and that none of the freed blacks who had arrived at Santos in order to embark for Mattogrosso should leave against their will, or without further communication with me.

Later, I informed your Excellency that I had received certain information that about sixty-four blacks had already some time previously been sent overland from Ipatura in the Province of Mattogrosso, and that there were freed blacks (I was informed twenty) in that number, and your Excellency was good enough to promise me information about these, and about such freed blacks as might still be at Ypanema.

The information which I have up to this time received from your Excellency is as follows: first, a list of nine freed blacks who were among the detachment at Santos, furnished by the President of St. Paul's on July 25; and secondly, a memorandum relating to four of the nine furnished by the Minister of War, and sent me by your Excellency on November 17. I suppose that the four blacks named in the Minister of War's memorandum are four of the nine enumerated in the list of the President of St. Paul's, though the nationalities assigned in the two lists always differ.

I have lately received certain information which has surprised me, that the blacks who were at Santos have all been sent back to Ypanema.

I hope your Excellency will be able to assure me that there is no intention of transporting any more freed blacks overland from Ypanema to Ipatura.

With reference to the four freed blacks who, it appears from the memorandum of the Minister of War, were handed over to the Brazilian Government more than twenty-one years ago, viz., in April and June 1839, and were so handed over under a Treaty with Great Britain "to be employed as servants or free labourers," the Brazilian Government guaranteeing their liberty, I have the honour to ask your Excellency whether the Brazilian Government will now give them freedom.

I take this opportunity of mentioning that I observe in the Appendix No. 46, to the last Relatorio of the Minister of Finance that eighteen free Africans had been sent to the Colony of Brillante, which, if I am not misinformed, is also in the Province of Mattogrosso, and I hope your Excellency will oblige me by information as to the period of service of these eighteen.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 39.

Mr. Christie to Lord J. Russell.—(*Received January* 23, 1861.)

(Extract.) *Rio de Janeiro, December* 20, 1860.

SINCE I addressed your Lordship in my despatch of the 17th of May, on the general question of the free blacks in Brazil, I have had frequent occasion to consider this question further, and your Lordship will have seen by my despatches relating to the

Ypanema affair what difficulty there is in obtaining information from the Brazilian Government about these blacks, and how long some of these employed at Ypanema have been in servitude. The free blacks of Ypanema, to whom my attention has been accidentally called, are only a few some 5,000 or 6,000 detained in real captivity by the Brazilian Government. The same difficulties which have met me in my endeavours to obtain information about them would attend any inquiries that I might institute about any other small detachment; and I feel that the only way of satisfactorily dealing with this question is to take it in the gross.

I cannot think, however, that the Government of Brazil could refuse to furnish Her Majesty's Government with a detailed list of all the free blacks who were handed over to them, explaining what has become of them, whether dead, emancipated, or still in service; and the emancipation of all who have served beyond the term of apprenticeship prescribed by the Brazilian laws might then be demanded by Her Majesty's Government.

It was prescribed, by Treaty that these blacks should be employed "as servants or free labourers," and the Brazilian Government guaranteed their liberty. A very important question for them is wages. They have been either employed by the Government in public establishments, or let out to private individuals.

Senhor Limpo de Abreo stated in his note to Mr. Howard, of the 3rd February, 1854, that the wages of the free blacks were designed by the Government to meet the expenses of their re-exportation to Africa. Mr. Howard pointed out in reply (3rd March, 1854) that the Brazilian instructions of the 19th November, 1835, provide that "the produce of the hiring shall be applied either in aid of the expenses of the re-exportation of the Africans or for their benefit," and he suggested that, as re-exportation was abandoned, the Imperial Government should apply the accumulated wages in some other way for the benefit of the blacks.

Mr. Howard in the same note mentioned the case of a free black who was permitted on his petition to leave Brazil, but received no wages, and was even required to pay for his passport.

On the 10th of December, 1852, Mr. Southern recommended to the Minister of Justice a free black who had served sixteen years in the Military Arsenal, and had received no wages.

It seems to me that Brazil may gain much by retaining these blacks as freemen in the country, instead of re-exporting them as had been originally designed, and that the Brazilian Government are in every way bound, on emancipating them, to pay over to them for their benefit a fair balance of reasonable wages.

No. 40.

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, February* 8, 1861.

I HAVE received your despatch of the 20th of December last, suggesting that you should be authorized to apply to the Brazilian Government for a detailed list of the free blacks who have been handed over by the Mixed Commission Court to the care of the Brazilian authorities, specifying what has become of them, whether dead, emancipated, or still in service, with the view to a demand being made by Her Majesty's Government for the emancipation of all those negroes who have served beyond the term of apprenticeship prescribed by the Brazilian laws.

I have, in reply, to acquaint you that I approve of your making a communication to the Brazilian Government in the sense suggested by you, and in doing so you will at the same time state that, inasmuch as it was under the authority of a joint British and Brazilian Commission that these blacks were emancipated, Her Majesty's Government feel that they are entitled to ask for this information respecting them, and are bound to look to their welfare; and you will add, that Her Majesty's Government do not doubt that the same good faith which the Government of Brazil has evinced in putting a stop to the African Slave Trade will equally lead them to render justice to the unfortunate victims of this Traffic by restoring them to the full amount of liberty to which they are entitled.

I think it right to observe, for your information and guidance, that, as the Government of Brazil has of late acted in perfect good faith in regard to the suppression of the Trade in Slaves between Africa and Brazil, it would be advisable, in any communications which you may have on this question of the emancipated negroes, to avoid, as much as possible, any

discussions which may tend to continue the feeling of irritation which has so long existed in the public mind in Brazil against this country in connection with the Slave Trade.

I am, &c.

(Signed) J. RUSSELL.

No. 41.

Mr. Christie to Lord J. Russell.—(Received February 23.)

My Lord, *Rio de Janeiro, January 24, 1861.*

I HAVE received your Lordship's despatch of the 8th of December last, informing me of the opinion of Her Majesty's Government as to the sale of slaves by British subjects in Brazil, and instructing me to warn the British Directors of the Imperial Brazilian Mining Company of the penal consequences which they may incur if they carry out their contract with Senhor Santos.

Your Lordship will have already received information from me that the contract has been executed, and the slaves of the Imperial Brazilian Company transferred to Senhor Santos.

I have communicated to Mr. Consul Westwood the opinion given by your Lordship, and have instructed him to make it known to the British house at Rio, who are agents for the Directors of the Imperial Brazilian Company, as also to the agents of another British Company, the National Brazilian, which is thought to be likely to wish to sell its slaves, and to any other parties to whom he may think it desirable to address a warning.

I have, &c.

(Signed) W. D. CHRISTIE.

No. 42.

Mr. Christie to Lord J. Russell.—(Received February 23.)

My Lord, *Rio de Janeiro, January 24, 1861.*

I INFORMED your Lordship, in my despatch of the 17th of December last, that I had then lately learnt that the blacks of the iron-foundry of Ypanema, who were lately at Santos, had been sent back to Ypanema, and that there was some fear of their being sent thence overland to the Province of Mattogrosso; and I inclosed a copy of a note of the same date, addressed to Senhor Sinimbú, expressing my hope that no more free blacks would be sent to Mattogrosso, and requesting information on various points.

I, shortly after, received information that the Minister of War had sent orders for the removal of all the blacks at Ypanema to Mattogrosso, with the exception of three or four who have families; and I thereupon immediately addressed another note, of which I inclose a copy, to Senhor Sinimbú, requesting that orders should be immediately sent to prevent the departure of any free black from Ypanema to Mattogrosso.

I inclose a translation of a note from Senhor Sinimbú, replying to my two notes.

Your Lordship will observe that, while informing me that the Minister of War had sent such orders as I requested, he does not deny that the same Minister had previously given orders for the removal of the blacks from Ypanema to Mattogrosso.

Senhor Sinimbú also states in his note that, of some fifty-nine blacks who had been previously sent to Mattogrosso, there was not one who was free, but that they were all slaves belonging to the nation.

I have, in reply, called Senhor Sinimbú's attention to a statement in the last annual Report of the Minister of Marine, that more than fifty free Africans had been lately sent from Ypanema to the neighbourhood of Itapura, in the Province of Mattogrosso, and to other statements in the same Report that thirty Africans had been sent from Ypanema to the naval establishment of Itapuŕa, and that there was an intention of sending some free Africans to the Arsenal of Mattogrosso. I inclose a copy of this my reply, and I further inclose a translation of another note from Senhor Sinimbú, promising me such information as he may be able to obtain from his colleagues the Ministers of War and Justice as to the statements thus brought to his notice.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 42.

Mr. Christie to Senhor Sinimbú.

M. le Ministre, *Petropolis, December* 28, 1860.

I REGRET to have to state to your Excellency that I have received certain information that measures have been taken by his Excellency the Minister of War for the removal to Itapura of all the Africans at Ypanema, with the exception of some three or four who have families, and that they are likely to leave Ypanema about the middle of next month.

I am informed that orders sent by a steamer that will leave for Santos on the 1st of January would reach Ypanema before the proposed departure, and I beg to repeat to your Excellency my strong hope that no free Africans will be sent to Ipatura.

I avail, &c.

(Signed) W. D. CHRISTIE.

Inclosure 2 in No. 42.

Senhor Sinimbú to Mr. Christie.

(Translation.) *Rio de Janeiro, January* 5, 1861.

I HAVE the honour to acknowledge the receipt of the note which Mr. William Dougal Christie, &c., addressed to me on the 17th ultimo.

The Minister, referring to the information hitherto furnished by the Imperial Government respecting the free Africans employed at the iron-foundry of San João d'Ypanema, and especially to the Memorandum sent me by the Minister of War, which accompanied my note of the 17th of November, relative to the nine Africans included in a list previously furnished by the President of St. Paul's, which I had communicated to Mr. Christie on the 2nd of August, expresses his surprise, after the conversation and correspondence we have had on this subject, at being informed that the Africans who were in Santos had returned to the same establishment in their way to the Province of Mattogrosso.

As regards the four who, according to the Memorandum of the Minister of War, were sent to Santos with that destination on the 16th of July, 1839, twenty-one years having elapsed since their services were assigned to the Imperial Government, which guaranteed their liberty, Mr. Christie wishes to know whether the Government will now restore them to the full enjoyment of liberty.

Mr. Christie further alludes to some sixty-four blacks, who, he says, had been sent by land from Ypanema to Itapura in order to work there in a Government establishment, about twenty of whom are supposed to be in the number of those who had a right to their liberty.

Finally, Mr. Christie alludes to eighteen free Africans, sent, as it appears from the Report of the Minister of Finance which was presented last year to the General Legislative Assembly, to the Colony of Brilhante.

Mr. Christie wishes to know the time of service of all the free Africans comprised in these informations, and expects more complete explanations from this Department about all these men.

On the 28th of the same month of December, Mr. Christie further informs me that it was reported to him that the Minister of War had resolved to remove to Itapura the whole of the Africans from Ypanema, excepting three or four who have families, and that this would be carried out about the middle of this month.

And in the belief that by the steamer which was to leave on the 1st instant for Santos orders might be sent to suspend the departure of these Africans, he requests my interference towards that end, and once more expresses the hope that none of the free Africans will be transferred to Itapura.

Complying with the request addressed to me by Mr. Christie in his last note, I hasten to inform him that, according to information furnished me under date of the 2nd instant by the Minister of War, that Minister has sent most positive orders to the President of the Province of St. Paul's not to allow any one of the free Africans to whom Mr. Christie refers in his notes to leave the establishment of Ypanema; that among the fifty-nine blacks who, according to previous orders of that Minister, were to have been sent, not, as Mr. Christie says, to Itapura, which is a colonial establishment founded by the Government of the Province of Paraná in order to facilitate the navigation of the River Tieté, but to Mattogrosso, with a view to people the banks of the Upper Paraguay, there is not one free black, all of them being slaves belonging to the nation, who at different periods have been removed from national estates to be employed in the works of the establishment of Ypanema.

Upon various other topics of Mr. Christie's first note, I have requested more complete explanations from the Minister of War and Justice, and I hope soon to be able to furnish them to Mr. Christie in a more satisfactory manner than hitherto, for want of positive data.

I reiterate, &c.
(Signed) JOAO LINS VIEIRA CANSANCAO DE SINIMBU.

Inclosure 3 in No. 42.

Mr. Christie to Senhor Sinimbú.

M. le Ministre, *Petropolis, January* 10, 1861.

I BEG to thank your Excellency for your note of the 5th instant, in which you promise me further information about the free Africans who have been employed at Ypanema, and the 18 free Africans sent to Brilhante, and in which you state that the Minister of War has given peremptory instructions to the President of St. Paul's not to allow any free African to leave the Ypanema establishment, and that among the 59 blacks lately sent to Mattogrosso there was not a single free African, but that they were all slaves belonging to the nation.

I find it stated in the last annual Report presented by the Minister of Marine to the Legislature that more than 50 free Africans had lately left the iron foundry of Ypanema for a military colony near Itapura.

It is stated in the same Report that 30 Africans had left Ypanema for the naval establishment of Itapura, and that the Minister of Marine was about to send some free Africans to the arsenal of Mattogrosso.

I would add, with the utmost respect for your Excellency and for the President of St. Paul's, that I have some reason to fear that the list of 9 free Africans among the blacks lately at Santos, which was sent you by the President of St. Paul's, is incomplete.

I avail, &c.
(Signed) W. D. CHRISTIE.

Inclosure 4 in No. 42.

Senhor Sinimbú to Mr. Christie.

(Translation.) *Rio de Janeiro, January* 16, 1861.

IN acknowledging receipt of the note which Mr. William Dougal Christie, &c., addressed me on the 10th instant, I have but little to add to what I had the honour to communicate to him on the 5th instant.

Besides the information called for from the proper Departments, in order to complete my statements to Mr. Christie about the free Africans now at the iron foundry of San João d'Ypanema, I hope to obtain other information, which has already been called for, about those who were sent from that foundry to the Colony of Brilhante, and to the military colony founded between the Salto of Avanhandova and Santa Anna do Parnahyba, as appears from the reports presented to the General Legislative Assembly in the last session by the Ministers of Marine and Finance.

I shall not fail to acquaint Mr. Christie with what has occurred relative to the removal of those Africans as soon as I receive the necessary explanation from the Ministers of Justice and War.

I reiterate, &c.
(Signed) JOAO LINS VIEIRA CANSANCAO DE SINIMBU.

No. 43.

Mr. Christie to Lord J. Russell.—(Received March 9.)

My Lord, *Rio de Janeiro, February* 4, 1861.

I HAVE the honour to inclose translations of two extracts from the last annual Report of the Minister of Finance, which refer to slaves.

The first passage denounces frauds practised in the sale of slaves to elude a tax on sales.

The second speaks of the slaves belonging to the nation, and describes their labour as excessively unproductive. It appears from this passage, and from the Table No. 46 annexed to the Report, that the Brazilian nation is the owner of 1,476 slaves, men, women, and children; of whom 763 are males, and 713 females.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure in No. 43.

Extracts from the Report presented by the Minister of Finance to the Brazilian General Legislative Assembly, on the 8th May, 1860.

(Translation.)

(Page 9.)—THE half tax on slaves is, as one my predecessors has shown, constantly eluded.

This tax, as general revenue, being limited to the municipality of this city, the special Legislation of the Province of Rio de Janeiro, which established a fixed tax of 40 milreis (or 4*l.* 10*s.*) in substitution of 5 per cent. on the value for purchase and sale of such property, furnishes speculators with a sure means of fraud.

From the circumstance that this tax is due by the act of transferring the property in the place where the contract is made, the contracts falsely purport to be made in some distant part of the same province, and as the provincial tax is, on the average, less than the general tax of 40 milreis, the infallible result is successful fraud.

It appears incredible; but the registers of the income of the Municipality of this city show that the maximum of the number of slaves sold during the financial years 1848-58 did not exceed 126: the number sold last year was 113, and in the first six months of the present year 62.

Speculators avail themselves of two other means of eluding the half tax:—

1st. By obtaining a written order to sell the slave.

2ndly. By the use of printed papers of purchase and sale with blanks for the name of the purchaser, the price, the date and place of sale, which pass from hand to hand. The latter is the most frequent proceeding, because there are many persons who will not lend themselves to the first. They then, in either case, in order to obtain the cancelling of the entry in the register, petition the police for a passport to the interior of the province of Rio de Janeiro, or to St. Paul's, or to Minas Geraes, or any other central province.

If the slave be sold to leave the city, they have only to fill up the paper which has to pay the half tax in the province; if the slave be again sold to return to the city, he figures as having come from places out of the Municipality, or from the parishes of the interior with passes signed by the Inspectors of Wards, and countersigned by sub-delegates, and with this new paper of sale signed by themselves the half-tax is paid, and it is registered in the Receiving Office.

(Page 37.)—National Estates and Slaves.—The number of national slaves existing in different estates or establishments, according to the Table annexed to this Report, No. 46, amounts to 1,476. On comparing this number with that presented in the Report of my predecessor, a difference of 21 less will be observed. The reasons for this difference cannot be ascertained from the data which the Treasury has at command.

Letters of emancipation have been granted to 21 who solicited them, but it does not appear that more than three have entered on the enjoyment of their freedom.

On the different estates in Pará the number is 127, on those of Maranham 125, and on those of Piauhy about 807.

It is incontestable that the management of those estates does not require so great a number of labourers, and that the expense incurred in keeping them must be excessive.

The gross receipts of the Piauhy estates were in the financial year 1858-59, 3,931*l.* 10*s.* 4*d.*, which, distributed among 807 slaves, gives a result of nearly 4*l.* 17*s.* 5*d.* per annum for each slave, which is but little more than the monthly wages of a slave! And from this sum no deduction was made for rent, nor for increase of cattle, whatever be the period to be calculated.

The receipts of the Pará estates during the same financial year amounted to 3,126*l.* 15*s.* 3*d.*, which, distributed among 127 slaves, gives the annual sum of 24*l.* 12*s.* 3*d.* for each slave.

It appears to me that it would be proper, after fixing the number of cattle-keepers and drovers who may be necessary upon each estate, to apply the remainder to agriculture on suitable lands, to be furnished to them, on such a plan as may enable them, within a

certain space of time, not only to provide for themselves, but also to pay the value of the land granted to each of them, and the expenses of establishing and maintaining them.

By this means not only should we prevent idleness and employment of the slaves in private works; but their morals would be improved on account of the flattering future thus opened to them.

The estates themselves would be more lucrative, and the partial sale of them would be very useful to the State.

No. 44.

Mr. Christie to Lord J. Russell.—(*Received March* 9.)

My Lord, *Rio de Janeiro, February* 4, 1861.

I HAVE the honour to inclose a translation of part of a Speech made in the Chamber of Deputies during the last session by the Minister of Justice, on the subject of the free Africans who have been consigned to the Brazilian Government by the Slave Trade Mixed Commission.

Your Lordship will see that the Minister of Justice announces that the Council of State had, on his application, interpreted the Decree of December 1853, in such a manner as to extend its benefits to free Africans employed in Government establishments. Your Lordship is aware that Mr. Howard strongly remonstrated at the time against that Decree, as enabling only such of the free Africans as served private individuals to obtain emancipation after fourteen years' service.

This Speech of the Minister of Justice escaped my attention at the time, and on lately becoming acquainted with it, I have addressed a note to Senhor Sinimbú, of which I inclose a copy, stating that Her Majesty's Government would be glad to receive an authentic communication of the interpretation lately put upon this Decree by the Council of State, and further informing him that Her Majesty's Government feel a deep interest, as in duty bound, in the condition of all these free Africans.

I am happy to be able to state that the Minister of Justice is giving some effect to the new interpretation of the Decree, and that generally he is granting more letters of emancipation. During the whole of the twelve months from April 30, 1859, to May 1, 1860, letters of emancipation were granted only to 38. I have been furnished with a list of such letters granted from December 28, 1859, to July 17, 1860, less than eight months. The total number is 64, of which 39 are for blacks employed in Government establishments.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 44.

Extract from the Speech of the Minister of Justice in the Chamber of Deputies, on the 21st of July, 1860.

(Translation.)

THE noble Deputy for the Province of Bahia, who last spoke, called the attention of the Government to the subject of the free Africans, whom he considers to be in fact slaves, who have been delivered to crafty contractors, when the Government ought to hasten to grant them letters of emancipation. This subject is regulated by Laws and Decrees of the Government. The law expressly forbids the delivery to private individuals of the free Africans who have been captured; and I can assure the noble Deputy that this provision has been religiously observed.

During my administration, and I think I can also assure the noble Deputy that under those of the other Ministers since the promulgation of the law to which I refer, the services of no free Africans have been granted to private individuals.

The crafty contractors have not profited by this advantage; on the contrary, many free Africans, whose services had been conceded to private persons previous to the Law of 1850, have returned to the public establishments. Many others have obtained letters of emancipation.

This benefit, however, could not be complete. I felt myself in some way prevented from granting such letters to the free Africans in the public establishments, because the Decree which authorizes the Government to grant letters of emancipation to the Africans

who have served above fourteen years has reference to those who were confided to private individuals.

Notwithstanding, as it appeared to me hard that the Africans in the public establishments should be kept in a worse condition, I do not say than those who were confided to private persons, but also than the actual slaves who cannot look forward to any particular period for emancipation, I thought proper to consult the section of Justice of the Council of State, and in conformity with its opinion the Government has given a larger and more benevolent interpretation to the Decree in favour of liberty.

Since that time I have ordered many letters of emancipation to be granted to Africans employed in public establishments, who were until then deprived of the enjoyment of this benefit. I have proceeded gradually, preferring the most meritorious, and those who have served longest; and I have ordered a clause to be inserted in all the letters of emancipation, that they are to reside in certain agricultural districts.

It does not appear to me convenient that they should reside in the city, for more than one reason.

The noble Deputy will, therefore, see that this subject has not escaped the attention of the Government; that something more has been done than heretofore for the benefit of this class of individuals.

Inclosure 2 in No. 44.

Mr. Christie to Senhor Sinimbú.

M. le Ministre, *Petropolis, January* 10, 1861.

HIS Excellency the Minister of Justice is reported to have said, in a speech delivered on the 21st of July of last year in the Chamber of Deputies, that the Council of State had, on his application, given a larger and more benevolent interpretation to the Decree of December 28, 1853, so as to facilitate the granting of letters of emancipation to free Africans employed in Government establishments, and that he had since given many such letters to such free Africans, and would continue in the same course.

Your Excellency is aware of the interest felt by Her Majesty's Government in these free Africans, and, indeed, of the Treaty stipulations relating to them, which confer rights and impose obligations on both Governments; and your Excellency is also doubtless aware of the former correspondence between this Legation and the Imperial Ministry for Foreign Affairs, on the subject of the Decree of December 1853. Your Excellency will not, therefore, be surprised to hear from me that it would be satisfactory to Her Majesty's Government to receive authentic information of the amelioration, in practice, of a Decree which it has considered to be in several respects defective and objectionable; and I would observe generally that Her Majesty's Government, as in duty bound, feel the utmost interest in the condition and treatment of the Africans rescued by British cruizers, and assigned by a Mixed British and Brazilian Commission to the Imperial Government, to be employed as servants or free labourers, the Brazilian Government guaranteeing to Her Majesty's Government their liberty.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 45.

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, April* 8, 1861.

WITH reference to your despatch of the 4th of February last, I have to acquaint you that I approve the note which you addressed to the Brazilian Government on the 10th of January, requesting explanations in regard to the interpretation lately put by the Brazilian authorities upon the Decree of the 23rd December, 1853, with the view to facilitate the granting of letters of emancipation to free Africans employed in Government establishments.

I am, &c.
(Signed) J. RUSSELL.

No. 46.

Mr. Christie to Lord J. Russell.—(Received April 22.)

My Lord, *Rio de Janeiro, March 23, 1861.*

WITH reference to my despatch of February 4, in which I inclosed a copy of a note to Senhor Sinimbú, asking for information as to recent proceedings of the Minister of Justice about the free blacks consigned to the care of the Brazilian Government, I have the honour to inclose translation of a note from Senhor Sinimbú, written just before he left office, the contents and tone of which are satisfactory.

Senhor Sinimbú states in this note—

1st. That the Minister of Justice has lately been granting letters of emancipation to these blacks in larger numbers; which is true.

2ndly. That orders have been given to the Chief of Police and Director of the House of Correction, not to return any of these blacks from custody to the parties to whom they have been let out, if it shall be found that they have completed the prescribed term of service, but to hold them, in such case, at the disposal of the Minister of Justice, who will see to granting them letters of emancipation.

3rdly. That orders have been given to the Judge of Orphans to furnish the Minister of Justice with a list of the first instalment of Africans freed by the Mixed Commission and distributed by the Brazilian Government, with a view to the complete emancipation of all who remain in service.

Having received, about the same time, the inclosed note of Senhor Sinimbú and your Lordship's despatch of February 8, instructing me to ask the Brazilian Government for a list of the free blacks who have been consigned to them, I have acknowledged Senhor Sinimbú's communication and fulfilled your Lordship's instruction in one and the same note, addressed to Senhor Paranhos, of which I inclose a copy, and the tone of which I hope your Lordship will find in accordance with your wishes.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 46.

Senhor Sinimbú to Mr. Christie.

(Translation.) *Foreign Office, Rio de Janeiro, February 28, 1861.*

THE Undersigned, &c., has the honour to inform Mr. Christie, &c., that the Imperial Government, desirous, as it always has been, to place the free Africans in a more advantageous position, has promoted, and continues to promote on a larger scale, the emancipation of those who having completed the term of service fixed in the Decree of the 28th of December, 1853, are entitled to the full enjoyment of their liberty.

With a view to giving larger effect to the liberal principles followed in this matter by the Imperial Government, the Ministry of Justice has given orders to the Chief of Police and to the Director of the House of Correction, not to restore those free Africans who have completed the time of their servitude, and who for any reason whatever may have been sent to the establishments under the control of those authorities, to the persons to whom they had been hired out, but to keep them at the disposal of that Ministry to whom they are to report, in order that letters of emancipation may be granted them.

And in order that this measure may be generally extended to all who are entitled to it, the same Ministry has ordered the Judge of the Orphans' Court to furnish a list of all the free Africans who were first captured and adjudicated as such by the Mixed Brazilian and English Commission, and who were distributed for service.

The Undersigned has the satisfaction to assure Mr. Christie that the Imperial Government in the performance of its duty, moved by its own sentiments of justice, will do all it can within the sphere of its attributions to better the condition of these Africans by promoting their emancipation and the most suitable measures for procuring useful and profitable employment for them.

The Undersigned, &c.

(Signed) JOAO LINS VIEIRA CANSANCAO DE SINIMBU.

Inclosure 2 in No. 46.

Mr. Christie to Senhor Paranhos.

M. le Ministre, *Petropolis, March* 18, 1861.

I HAVE the honour to acknowledge to your Excellency the receipt of a note from your predecessor dated February 28, a few days before his retirement from office, giving me information of recent proceedings of the late Minister of Justice with reference to free blacks consigned to the care of the Brazilian Government by the Anglo-Brazilian Mixed Commission formerly sitting in Rio, which will be received by Her Majesty's Government with interest and satisfaction.

I have been instructed by Her Majesty's Government to request the Government of the Emperor to furnish it with a list of the free blacks who were handed over by the Mixed Commission to the care of the Brazilian authorities, specifying what has become of them, whether dead, emancipated, or still in service; and I have been further instructed to state that as it was under the authority of a joint British and Brazilian Commission that these blacks were emancipated, Her Majesty's Government feel that they are entitled to ask for this information respecting them, and are bound to look to their welfare.

I have also been instructed to say that Her Majesty's Government do not doubt, that the same good faith which the Government of Brazil have evinced in putting a stop to the African Slave Trade, will equally lead them to render justice to the unfortunate victims of this traffic by restoring them to the full liberty to which they are entitled.

The instructions which I thus fulfil were necessarily sent me without knowledge or expectation of Senhor Sinimbú's note of February 28. This note, when known by Her Majesty's Government, will confirm their confidence in the intentions of the Government of Brazil and their expectation of a ready compliance with the request which I have been instructed to make.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 47.

Lord J. Russell to Mr. Christie.

Sir, *Foreign Office, April* 29, 1861.

WITH reference to your despatch of the 23rd ultimo, I have to acquaint you that I approve the note addressed by you to Senhor Paranhos on the 18th of March, relative to the free blacks consigned to the care of the Brazilian Government.

I have further to instruct you to express to Senhor Paranhos the satisfaction with which Her Majesty's Government have received the assurances regarding these blacks which are conveyed in the note addressed to you by Senhor Sinimbú on the 28th of February last, a copy of which is inclosed in your despatch above referred to.

I am, &c.
(Signed) J. RUSSELL.

No. 48.

Mr. Christie to Lord J. Russell.—(Received July 4.)

(Extract.) *Rio de Janeiro, May* 27, 1861.

WITH reference to my despatch of March 23, inclosing a copy of the note in which, in compliance with your Lordship's instructions, I requested the Minister for Foreign Affairs to furnish me with a list of the free Africans delivered to the care of the Brazilian Government by the Mixed Slave Trade Commission of Rio de Janeiro, I have the honour to state that though I have not received an official answer to my note, I have reason to believe that some endeavours are being made to prepare such a list.

I have had a conversation with Senhor Paranhos on this subject, which confirms fears that various circumstances had already suggested to me, that the Government will have great difficulty in furnishing the list required.

Senhor Paranhos did not disguise from me that the registers of these free Africans in the Government offices were incomplete, and, as I understood him, even wanting for the first years. This of course itself is a dereliction of duty on the part of the Brazilian Government, which they will be loth officially to avow. The want of proper information in the Government offices of Rio has been made pretty clear by the difficulty which I have experienced in obtaining complete information about the free Africans of the Ypanema

establishment, about whom I have been in communication with the Government during ten months, and I am yet without the desired information.

It is also generally believed, and I fear with truth, that in former years many free Africans let out to private individuals have been sold as slaves by their masters, and that there are high personages who have been guilty of this offence.

The whole correspondence on this subject, of which I gave summaries in my despatch of May 17 of last year, and in a memorandum inclosed in my despatch of the 27th of August last, shows such a degree of unwillingness to supply information and admit interference which Her Majesty's Government have clearly a right to claim, as I think can be explained only by the existence of some strong motive which cannot be avowed. The last note which I received from Senhor Sinimbú, and a copy of which was inclosed in my despatch of the 23rd of March, though extremely courteous in tone, is written in the old style of claiming for the Brazilian Government the best intentions, though their action has been obviously unsatisfactory, and declaring that their own sentiments of justice lead them to do all which Her Majesty's Government desire, and which obviously they have long neglected to do.

In my conversations with Senhor Paranhos and with the present Minister for Foreign Affairs, I have held this language: that Her Majesty's Government wish this question settled, and see no reason why it should not be settled as they wish, amicably and amiably; that the object of the list which has been asked for is the complete emancipation of all those free Africans now serving the Brazilian Government or private individuals, every one of whom must now have served more than fourteen years, the term of service prescribed by Brazilian laws; that Her Majesty's Government give full praise to the proceedings of the Brazilian Government which have extinguished the Slave Trade, and will be equally ready to praise them for a settlement of this question, such as is required by Treaty obligations and by humanity; that Her Majesty's Government have the greatest desire to avoid angry correspondence, and that no good object can be gained by opening old sores and raking up any past abuses, if any such there be, which cannot now be remedied; that the great object is to place in freedom all the free Africans now living who can be traced, and that it would be desirable if the Brazilian Government, while preparing the list asked for, would also consider and frankly discuss with Her Majesty's Government the measures best to be taken for disposing of these free Africans when emancipated. I have told them also that this is a question in which Her Majesty's Government simply call on that of Brazil to fulfil a duty prescribed by Treaty engagements, and that it is not a case in which they can be fairly called upon to trust to good intentions. My remarks were apparently well taken.

In a speech lately made in the House of Commons by Mr. Cave, reported in the "Times" of February 27, it is stated that there are in Brazil 27,000 emancipados who are entitled to their liberty, having been set free by British cruizers, and who, notwithstanding the period of their apprenticeship has expired, are still kept in slavery.

I have found it difficult to obtain any certain estimate of the number of the free blacks in the country, or of those released by the Slave Trade Commission; but I think that these, with their children, would probably not exceed 10,000.

There is a number of others who have been taken by Brazilian cruizers and authorities since the Slave Trade Commission came to an end. These are not so numerous. As regards these, we are not in the same position as with the Africans consigned to the Brazilian Government by the Anglo-Brazilian Commission.

There is, again, a very large number of slaves illegally imported since 1831, and existing in slavery. I am informed that there may be 1,000,000 of these.

Her Majesty's Government have always contended that the Brazilian Government is bound to England by Treaty to prevent these men being held in slavery. This is a separate question, on which I have no instructions from your Lordship, and which I have not raised; but I have alluded once or twice to it in my conversations with Senhor Sinimbri, and I also recited former language of Lord Palmerston on this subject in the Memorandum which I gave him unofficially, and of which a copy was inclosed in my despatch of the 27th of August last.

To return to the free Africans released by the Slave Trade Mixed Commission: what is to be done with them, and how they are to be taken care of, is a very important question to be considered, if 8,000 or 10,000 are to be placed, as they should be, in complete freedom. Re-exportation to Africa has long been given up by the Brazilian Government. These Africans are needed in this country, both for their own labour and for increase of population. It would be desirable to make some general arrangements, by which Brazil may profit, as much as may be, for the development of its resources, and the proper treatment of the blacks be secured.

In former years many of these blacks were taken to British West India Colonies, among others, Demerara and Jamaica; and perhaps Her Majesty's Government may be glad to consider whether some of them might not now be transported to the Colonies which are demanding coolies.

No. 49.

Mr. Christie to Lord J. Russell.—(*Received July* 4.)

(Extract.) *Rio de Janeiro, May* 27, 1861.

WITH reference to my two preceding despatches, I have the honour to inclose a translation of a communication lately made to me on the subject of the free Africans consigned to the care of the Brazilian Government by the Anglo-Brazilian Slave Trade Commission of Rio de Janeiro.

Two subjects touched on in the inclosed paper deserve your Lordship's attention: first, the destination of these Africans when the letters of emancipation have been granted them; and secondly, the fate of the children of these free Africans.

1. This communication points out objections to allowing these free Africans to be sent to a distance from the capital or large towns, where they are within view of the British Legation or a Consulate. The late Minister of Justice, on the other hand, who was liberally disposed as to granting letters of emancipation, insisted on sending the Africans to whom he granted these letters to reside in rural districts, thinking that they would be better there than among the temptations to drunkenness and crime of large cities. I think that there is much reason on both sides; and I think that the destination of these Africans after receiving their letters of emancipation is a very important question, and that it would be very desirable to have an understanding on the subject between Her Majesty's Government and that of Brazil before any large number of these Africans are emancipated. If they remain in Brazil, I think the best arrangement would probably be, to place them, in numbers, in agricultural colonies not far removed from the chief centres of population, with precautions for their proper treatment.

2. As regards the children, there is no doubt that the children of free African mothers are entitled to freedom. This is not disputed by the Brazilian Government. There is, however, much difficulty in obtaining information about these children. I inform your Lordship, in another despatch, that I have requested the Brazilian Minister for Foreign Affairs to include them in the list of free Africans already asked for.

Inclosure in No. 49.

Translation of communication made to Mr. Christie.

(Extract.) *Rio de Janeiro, January* 19, 1861.

GREAT difficulties are opposed to the grant of letters of emancipation to the Africans called free, and who were delivered to public Departments and to private individuals. These difficulties are so great that they cannot possibly, through their own exertions alone, obtain those letters. It is necessary that Fortune should provide them with a protector enjoying a notable social position, who chooses to subject himself to considerable expense and many inconveniences in order to wrest any of them from their false position.

Those who consider the great advantages derived by the Government from the services of the Africans, and who know how many fortunes have been made by private persons with Africans, will not be surprised at the difficulty encountered in obtaining letters of emancipation, notwithstanding the lapse of more than twenty years, at the end of which the greatest number of them are still in a condition nearly approaching to slavery.

Time was when the Judges of Orphans, in conformity with the Civil legislation, granted those letters as soon as Africans had shown that they had served during the fourteen years prescribed by the Edict of 1818 and instructions of 1831.

Although they considered their authority as solely extending to the Africans leased to private individuals, and not to those employed in public service, the number of these grants went on increasing. The Government, during the Nabuco Administration, not only took upon itself this right, but also ordered that those Africans who from any cause disagreed with the private individuals to whom they had been confided, should be sent to the House of Correction. By this means the number of Africans employed in the service of the State increased, but the difficulties of obtaining letters of emancipation were doubled.

The advantages derived by the Government from the free Africans being so great, they endeavour to avoid compliance with the Conventions of 1815 and 1818, and the Treaty of 1826. They retain the enjoyment of the services of these Africans, they do not re-export them, and they have found in the project of their localization in different places where they intend to form Colonies an admirable substitute for re-exportation.

In view, however, of the provisions of the said Conventions and Treaty, this right to make such a substitution cannot be considered very clear; but suppose the Government of Her Britannic Majesty permits it, will it be very advantageous to the Africans? and does it agree with the humane purposes of the British Government? Certainly not, in the way in which it is purposed to be carried out.

The Africans, on being sent to those localities where the Brazilian Government proposes to form Colonies, under the specious plea of localizing them, will exhaust their strength and wear out their lives in the most rigorous labour in clearing forests, draining marshes, and opening roads; in short, in the hardest and most dangerous toil, to prepare accommodations, and render lands habitable which are destined for others, and not for them. Placed in those projected Colonial centres, subject to the will of subaltern agents, they will become true pariahs. Their lot, instead of being improved, will become worse, and they will be less protected than at present in the great centres of population.

If Her Britannic Majesty's Government, in admitting this measure in substitution of re-exportation, does not renounce the right to interfere in the fate of those Africans which their welfare claims, let it take cognizance of the contracts and conditions with which they are sent into the interior of the country, and reserve to itself the right of seeing that those obligations are duly fulfilled. Without that cognizance and that reserve of right, there may be found in the projected establishment of the Africans the intention of withdrawing them from the protection afforded by the British Legation, rather than the wish to promote their welfare.

When it is seen, even here in the capital, and under the eyes of Government, that free Africans, who have already their letters of emancipation, are for the slightest misdemeanour sent to the House of Correction by the police, and not by sentences of the criminal authorities, and there forced to work for an indefinite period, what must those be be expected to suffer who should be removed to distant places, and be subject to military discipline, under military authorities, in those nucleuses termed "military Colonies?" Does not all the world know that the lot of the Africans delivered to public Departments is much worse, even in this capital, than that of those confided to private individuals? In the public Departments no care is taken of their education: they are only taught the necessity of being obedient; their faults are punished with military rigour, and the Civil authorities have nothing to do with their condition. If this happens here, what will it be if they are placed tens of leagues off, without the British Legation having the means of knowing what comes to pass, and of protecting them?

In order to appreciate the humanity and good faith of the protection given to free Africans by secondary authorities and agents of the Brazilian Government, I call the attention of your Excellency to the children of many thousands of the free Africans who were confided to the public Departments and to private persons. What is their number? Their mothers not having had letters of emancipation, in what condition do those children exist? Do they enjoy perfect or imperfect freedom, or the condition of the womb, their mothers being considered slaves to the nation? Finally, where do they exist? In order, therefore, that so many sacrifices made by the British Government on the score of humanity may not be rendered useless as regards the free Africans existing in Brazil, it will be necessary:

1st. That the British Legation should have knowledge of the agreements and conditions under which the Africans are sent into the interior, and the right of ascertaining whether those obligations are fulfilled.

2ndly. That it should have knowledge of the condition in which the children of the Africans are, and of the number of them.

3rdly. That it should cause letters of emancipation to be sent to all of them without depending upon petitions.

5thly. That the Africans should not be forced to go into the interior of the country, and that only those be sent to those projected Colonial nucleuses who may contract to go of their own accord.

I will now proceed to inform your Excellency about the destiny of the Africans since 1850. In fact, since the Law of the 25th July of that year, no Africans have been distributed to private persons; all of them have been delivered to public Departments, where they serve without receiving pay, and without their education being cared for.

If to all the Africans employed in public Departments wages were to be fixed such as

are paid by those private individuals who have them, their wages would amount to a very considerable sum, because the amount of wages deposited in the Treasury is estimated at many thousands of milreis received from private individuals. It would appear but just that when a letter of emancipation is given to an African, the Treasury should return to him the product of his services.

No. 50.

Mr. Christie to Lord J. Russell.—(Received July 4.)

My Lord, *Rio de Janeiro, May 27, 1861.*

WITH reference to my despatch of the 23rd of March, in which I inclosed a copy of a note to Senhor Paranhos requesting, by instruction from your Lordship, a list of the free Africans consigned to the Brazilian Government by the Anglo-Brazilian Slave Trade Commission of Rio de Janeiro, I inclose a copy of a note which I have lately written to Senhor Sá e Albuquerque requesting that the free children of these Africans should be included in the list, and I also inclose a translation of Senhor Sá e Albuquerque's reply, in which he confines himself to saying that my last request will be considered.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 50.

Mr. Christie to Senhor Sá e Albuquerque.

M. le Ministre, *Petropolis, May 14, 1861.*

WITH reference to the note which I addressed to your Excellency's predecessor on the 18th of March, requesting a list of the free blacks consigned to the care of the Brazilian Government by the Anglo-Brazilian Slave Trade Commission of Rio de Janeiro, I omitted to mention the children born of such blacks who are also free. I beg your Excellency to be good enough to include the children in the list which is being prepared; but I consider it probable that the Imperial Government will have anticipated this request.

I avail, &c.

(Signed) W. D. CHRISTIE.

Inclosure 2 in No. 50.

Senhor Sá e Albuquerque to Mr. Christie.

(Translation.) *Foreign Office, Rio de Janeiro, May 17, 1861.*

I HAVE received the note which Mr. Christie, &c., addressed to me on the 14th instant, requesting that the children might be included in the list of the free Africans consigned to the care of the Brazilian Government.

In acknowledging receipt of this note, I confine myself to assuring Mr. Christie that it will be taken into consideration.

I renew, &c.

(Signed) ANTONIO COELHO DE SA E ALBUQUERQUE.

No. 51.

Mr. Christie to Lord J. Russell.—(Received July 4.)

My Lord, *Rio de Janeiro, June 1, 1861.*

IT deserves to be noted that the Annual Report of the Minister for Foreign Affairs of this year contains for the first time no heading "Relations with Great Britain, Slave Trade."

During the last year not a single case has been brought to my notice of a suspicion of an attempt to import slaves into Brazil, and I have not had occasion to correspond with the Minister for Foreign Affairs on this subject.

I have, &c.

(Signed) W. D. CHRISTIE.

No. 52.

Mr. Christie to Lord J. Russell.—(Received July 4.)

My Lord, *Rio de Janeiro, June 1, 1861.*

WITH reference to your Lordship's despatch of the 31st October last, expressing the regret of Her Majesty's Government that a project of law proposed in the Brazilian Senate for the mitigation of some of the evils described in my despatch of the 24th of September, had not been passed; I have now the honour to report that Senhor Silveira da Motta, the author of the last year's measure, lost no time this year in renewing in the Senate a proposal to prohibit public sales of slaves, and separation by sale of man and wife, or of children under 18 years of age from their parents. I regret to add that the measure was quickly rejected without any speeches made in opposition.

I inclose a translation of extract from the speech in which Senhor Silveira da Motta introduced his measure, and which embraced a larger field than the measure itself.

Senhor Silveira da Motta condemns the possession or the sale of slaves by the Brazilian Government, and directs attention to an approaching sale by auction, lately advertised in the Rio journals, of a property with 140 slaves of the Dowager Empress residing in Portugal. He also speaks of the constant considerable deportation of slaves from the northern provinces of Rio, involving separations of families; and states that since the year 1850 no less than 36,000 slaves have been brought from the northern provinces to Rio de Janeiro.

Another Senator, Senhor Carneiro de Campos, who was the only other speaker, and supported the measure, referred to the free Africans, complaining that many remained in private service, and that those who were employed in public establishments had been designed to remain there for life. Senhor Silveira da Motta, interrupting, called attention to the children of the free Africans.

I inclose an extract of the speech of Senhor Carneiro de Campos; but I have had already occasion to inform your Lordship that the late Minister of Justice, in conformity with the opinion of the Council of State, was prepared to grant letters of emancipation to the free Africans employed in public establishments on the same terms as they are granted to those in private service, and that he had begun to act accordingly. I am able to add, having had a conversation on the subject with the present Minister of Justice, that he shares the views of his predecessor.

I have, &c.
(Signed) W. D. CHRISTIE.

Inclosure 1 in No. 52.

Extract from the Speech delivered in the Brazilian Senate on the 17th of May, 1861, by Senhor Silveira da Motta.

(Translation.)

Mr. President,—Of the project which is now to be discussed, and which I had the honour to propose during the last session, only Article 1 was approved, the 2nd, 3rd, and 4th were rejected; therefore, according to our rules, we are now to treat of Article 1.

I am of opinion, Gentlemen, that the project, in its present shape, is incomplete; but even so, I thank God that the Senate has passed this provision, which prohibits sales of slaves by auction, and judicial sales, substituting, for the present system of judicial sales with public exhibition of slaves, written proposals of the Judge of Inventory or Execution. It is, to a certain point, a sort of public sale, but without the public exhibition. The Senate assented to this part, and voted it. For this benefit conferred by the Senate on public morality, I think that honest men, who understand the real character of this anomalous institution of slavery, and the necessity of proceeding step by step, very slowly and prudently, mitigating the severity of the institution, have already something to thank you for.

At all events, public morality will no longer be scandalized by public sales of slaves in Rio de Janeiro, in which all considerations of decorum and dignity are overlooked.

But I find, Mr. President, that in this discussion I may at least reproduce, by way of amendment, an idea which was rejected, but which I now modify: it is that of Article 2, which prohibited the separation of man and wife, and of children from parents, in judicial or private sales, under pain of nullity. The Senate must see that this idea is eminently moral.

But, Mr. President, as this idea of non-separation was rejected in the second discussion,

I have modified it in order to reproduce it as an amendment, or as a 2nd Article, or even as an addition to the 1st Article, which passed. In Article 2, which was rejected, the separation of children who had not yet reached the age of 21 years was prohibited, under pain of nullity. I would now fix that this separation may take place when they have arrived at the age of 18; this is the first modification. The second is, that the separation of married couples, which ought to be forbidden, may take place when they are separated by Decree of the Ecclesiastical Court.

I ought to propose, as an addition to this project, yet another idea. Even the nation, represented by her Government, is a slave-holder! Well, Gentlemen, would it not be proper that in a State which by law condemns slavery, and which only from considerations of political convenience maintains it, would it not be proper that in that country the Government, at least, should not hold slaves? Meanwhile it is said that the Botanical Garden is going to be the scene of a practical School of Agriculture; this is one of the many utopian ideas with which the public is put to sleep; and consequently the hundred and odd slaves who are there, almost all Creoles, and making families, will be distributed by the Government. Is it a very worthy spectacle for a free nation that the Government should take the mother and send her to one service, and take her small children and employ them elsewhere? Meanwhile all those slaves are threatened with this separation.

I do not choose to offer any more additions, in order to see if at least the 1st Article passes; would that this could be now acted upon! We are now threatened with a great public sale of slaves belonging to the Duchess of Braganza, on an estate called "Macaco," her property. Orders have been received to sell that property; the slaves are to be sold by auction, and they are like those of the Botanical Garden. Almost the whole of them were born at that place; the fathers, mothers, children, and grandchildren are all to be put up to auction, and will be separated.

It being seen that the Government has slaves who are to be sold by auction, like those of the Macaco estate, I think that the doctrine of Article 1 ought to be acted on, in order to prevent this scandalous proceeding; for which reason I do not present any more additions; I do but reproduce the doctrine of Article 2, because I think that it does not present any difficulty.

It is a hardship to grant permission to sell the father and mother separately from the son scarcely 18 years old; it is a hardship, a profanation, and a disowning of the rite of our religion to allow the slave-owner to sunder those slaves who have been married in Church.

I have statistics of the slaves who have come from the north of the Empire since 1850 to the south, and of the daily, monthly, and annual importation of them.

Since 1850, Mr. President, 36,000 slaves have been transported from Maranham, Pernambuco, Bahia, and other northern ports, to Rio de Janeiro alone, and not comprising the ports of the coasts of St. Paulo and Rio Grande do Sul. This transportation of slaves from the North to the South has already been the subject of a measure proposed in the Chamber of Deputies by my noble friend the Baron of Cotegibe, João Mauricio Wanderley, a Senator of the Empire.

His Excellency carried his rigorous prohibition so far as to compare the transporting of slaves from the North to the South to the illicit Traffic, and to subject the transporters to the same penalties of the last law which prohibited the Slave Trade. This project, proposed, I believe, in 1851 or 1852, I myself opposed in the Chamber of Deputies, for political considerations; but neither that project, which was the preface to some measures taken by the Provincial Assemblies in order to prevent the transporting of slaves, nor the measures of the Provincial Assemblies, had the desired effect.

Bahia, for example, I am informed, levies an impost of 100 milreis (11*l.* 5*s.*) on every slave who leaves that place; no sale can be effected for abroad without mention being made in the bill of sale of this impost having been paid. at least the police does not otherwise furnish a passport. But, Gentlemen, notwithstanding this, we all know that the North is being depopulated of slaves, and that only to Rio de Janeiro, since 1850, 36,000 slaves have come, that is what is officially known.

Senhor Cansansão de Sinimbú.—Without comprising those who come by the interior.

Senhor Silveira da Motta.—Besides the slaves who come from Bahia by land through the district of San Francisco, in order, as articles of commerce, to exchange them for mules at Sorocaba; besides those who enter direct from Bahia into the Province of Minas Geraes; and besides those who enter different ports of the South, conveyed in steamers and sailing-vessels. Many passengers from the North, in order to avoid payment of the impost at the places they come from, bring slaves as servants, who are here sold as a resource of those passengers, because, instead of bringing money, they bring negroes to be sold in this great market.

But amongst the slaves transported from the North (I wish to reply to a remark of the illustrious Senator for Maranham), I have seen some in the market of Rio de Janeiro, who are children of 10 and 12 years old, have left their parents in the North, and are sold here. I can assure the noble Senator that a slave from the North (I do not know whether he came from Maranham) told me that he was married in the province where he was sold, and that his wife remained there, and he was sent here. This, Mr. President, is what I have in view to prevent by my amendment.

I have modified my first idea as to the children; I had fixed 20 years of age, and now I reduce it to 18. As to the married slaves, I think that the Legislator ought not to object to prohibit the sale of married couples separately, by their owners, unless they be separated by a Decree of an Ecclesiastical Court. I can understand why the Senate has not taken any steps as regards this question, if it had not been brought on a third time; but as this subject has been proposed, it would, in my opinion, be wrong if the Legislature did not take some measures about it; I therefore also propose an amendment in that sense.

Amendment.—"In sales of slaves, whether private or public, it is prohibited, under pain of 200 milreis (22*l.* 10*s.*) to 400 milreis fine, to separate married couples who have not been separated by a Decree of the Ecclesiastical Court, or children under 18 years old, from their father or mother."

Inclosure 2 in No. 52.

Extract from a Speech delivered in the Brazilian Senate on the 17th of May, 1861, by Senhor Carneiro de Campos.

(Translation.)

I DO not rise to present better reasons than those given by the noble Senator (Silveira da Motta), but to appeal briefly to the Government on account of a fact which I believe is still practised in our country, not in regard to slaves, but respecting Africans, whom I consider to be worse off, and unduly so, than slaves—I mean the Africans who were destined to serve the State.

Some years since the Government published a Decree for regulating the cessation of the labour to which those captured Africans were subjected, and I have heard that many of the Africans who were distributed to private persons are still kept in subjection.

I will conclude in few words. The free Africans who were distributed among the public departments are destined by an order of the Government to serve until they die. I make this appeal to the Government, because it appears to me that a man declared free, and who is serving in the public establishments, cannot be considered as a slave until he dies, thus remaining worse off than those who were distributed to private persons.

Senhor Silveira da Motta.—And their children?

No. 53.

Mr. Christie to Lord J. Russell.—(*Received July* 4.)

My Lord, *Rio de Janeiro, June* 3, 1861.

WITH reference to my despatch of the 24th of January, and to previous despatches on the subject of the free Africans removed from the Government iron-foundry of Ypanema in the province of St. Paul's, I have the honour to inclose a copy of a note which I have this day addressed to Senhor Sá e Albuquerque, calling attention to a passage in the recently published Annual Report of the Minister of Marine which mentions the departure of fifty Africans in May of last year from St. Paul's for Itapura, and describes this last place as unhealthy and remote from peopled districts.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure in No. 53.

Mr. Christie to Senhor Sá e Albuquerque.

M. le Ministre, *Petropolis, June* 3, 1861.

WITH reference to my note to your Excellency's predecessor, Senhor Sinimbú, of the 10th of January, and to previous correspondence relative to Africans sent from Ypanema

to Mattogrosso and Itapura, I have observed the passage in the Report lately presented by the Minister of Marine to the Legislature, mentioning the difficulties which attend the naval establishment of Itapura, owing to the unhealthiness of climate and great distance from peopled districts, and also mentioning the departure in the month of May last year of fifty Africans for the road from Itapura to Avanhandava, and I hope that I may soon be informed as to whether any of these Africans are free men.

I avail, &c.
(Signed) W. D. CHRISTIE.

No. 54.

Mr. Christie to Lord J. Russell—(*Received July* 24.)

My Lord, *Rio de Janeiro, June* 12, 1861.

THE Annual Report of the Minister of Marine gives details as to the number of free men and of slaves employed in navigating the merchant-vessels of Brazil. The numbers given are for thirteen maritime provinces, returns being wanting from three, viz., Parahiba, Pará, and Rio Grande do Norte.

The number of vessels for these thirteen provinces is stated at 15,591, being distributed as follows:—

Sea-going vessels	100
Coasting vessels	1,519
River and harbour craft..	8,709
Fishing vessels	5,263
Total	15,591

These vessels are navigated by 31,341 freemen, and 13,875 slaves.

In the province of Rio de Janeiro the number of free sailors is 9,129, and of slaves 7,150; in Bahia 9,495 free men and 3,443 slaves; in Pernambuco 3,028 free men and 518 slaves; and in Rio Grande do Sul 2,680 freemen and 1,328 slaves.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 55.

Mr. Christie to Lord J. Russell.—(*Received July* 24.)

My Lord, *Rio de Janeiro, June* 17, 1861.

WITH reference to my despatch of February 4, it is stated in the Annual Report just published by the Minister of Finance that the number of slaves belonging to the Brazilian nation at the end of 1860 was 1,482. The labour of these slaves on various national properties is represented as unproductive, and the intention is declared of selling some of the properties.

Under the head of the Ypanema establisnment, it is said that two slaves have been sent from thence with twenty free Africans for the colony of Brilhante (in the province of Mattogrosso), and that some others have been sent to Mattogrosso, but that the number and other circumstances are unknown. It remains to be ascertained whether these others are national slaves or free Africans. It seems, in any case, extraordinary that the Central Government should not have full information about the disposal of national slaves from the neighbouring province of St. Paul's.

I have, &c.
(Signed) W. D. CHRISTIE.

No. 56.

Mr. Christie to Lord J. Russell.—(*Received July* 24.)

My Lord, *Rio de Janeiro, June* 20, 1861.

I INCLOSE a translation of a short passage in the Annual Report, just published, of the Minister of Justice, headed "Trafico" (Slave Trade). It is stated that no importation of Africans has occurred during the past year, and that the determination of the

Government has effectually prevented Slave Trade speculations. It is further stated that during the past year letters of emancipation have been given to 110 free Africans. This is a larger number than in previous years, but still a very small number.

I have, &c.

(Signed) W. D. CHRISTIE.

Inclosure in No. 56.

Extract from the Report of the Brazilian Minister of Justice, presented to the General Legislative Assembly on the 13th of May, 1861.

(Translation.)

WE have no fact to register of the importation of Africans during the last year. Without doubting that wishes are nourished to recommend such lucrative and criminal speculations, it must also be confessed that the authority has showed itself constantly firm in the determination to punish criminals.

The Government, on its part, does not lose sight of this subject, which is deserving of its most vigilant care.

During the last year letters of emancipation were given to 110 free Africans.

No. 57.

Mr. Christie to Lord J. Russell.—(Received July 24.)

(Extract.) *Rio de Janeiro, June 24, 1861.*

I LATELY mentioned to your Lordship that I have abstained from formally raising with the Brazilian Government the question of the number of slaves in Brazil, estimated at nearly 1,000,000, illegally imported since the importation of slaves was made a crime in 1831, but that I have once or twice incidentally adverted to it, and to the views of Her Majesty's Government as to the obligations of Brazil about these slaves, as recorded in former notes and despatches.

Advertisements continually appear in the Rio journals for the sale of slaves, African born, with a declaration of age, which, if true, renders obvious or probable their importation since 1831. I lately collected a few of these advertisements from the journals of three or four days, and directed inquiries to be made about the slaves advertised.

Senhor Sá e Albuquerque having lately given me an opening for alluding to this subject, I mentioned to him the advertisements and the cases about which I had caused inquiry to be made. He stated that the police were always on the look-out for such advertisements, and that the slave-sellers had an interest in representing the slaves as younger than they really were.

I replied to this last observation, that by giving an age from which importation since 1831 was to be concluded, the sellers were incurring danger of criminal proceedings, if the police did their duty.

Senhor Sá e Albuquerque, however, did not seek to deny the responsibility of the Brazilian Government as to slaves imported since 1831, and he encouraged me to place in his hands a minute of the information contained in the inclosed Report.

I called his attention at the same time to an advertisement in the leading Rio newspaper of the 19th instant, of which I inclose a copy, for the sale of forty-five slaves, among whom those marked with a cross in the inclosed copy are, some of them certainly, and all probably, illegal importations, viz., Nos. 15, 16, 19, 20, 22, 23, 28, and 36.

I explained to Senhor Sá e Albuquerque that I made these observations and gave this information unofficially, and that I did not undertake to keep him informed of evidence furnished by the Rio newspapers of probable infraction of Brazilian laws made in execution of a Treaty with Great Britain.

The Slave Trade Correspondence, Class B, furnishes instances of official communications made by my predecessors to the Brazilian Government in similar cases.

No. 58.

Mr. Christie to Lord J. Russell.—(Received August 6.)

(Extract.) *Rio de Janeiro, June 26, 1861.*

IN an article lately published in the "Quarterly Review," on the Brazilian Empire, occurs the following passage on slavery in Brazil:—

"The condition of slaves in Brazil is highly creditable to the country. Almost all

agricultural and manufacturing industry had long been based on slavery and the Slave Trade. Doubtless, since the Traffic with Africa has ceased, the selfish motive for taking care of the slave has increased with his commercial value. But in Brazil the elevation of the negro race is progressive. The facilities for the purchase of freedom are great, and, when emancipated, if he should possess the requisite qualifications, there is scarcely an office in the State to which a liberated negro may not reasonably aspire. So, too, in private life, if an individual of African descent possesses merit, he will command respect. By the Brazilian Law, a slave can at any time appear before a magistrate, have his price fixed, and purchase his freedom; and many instances are related of free Africans having advanced themselves to considerable social positions. . . . . .

"The moral aspect of slavery as it still exists in Brazil is in striking contrast to that of the United States. In the one it is an admitted evil, to be got rid of as speedily as practicable; in the other, it is an 'institution,' identified, in the opinion of a large party, with the interests and prosperity of the country. It is probable that, before many generations have passed away, slavery will cease to exist in Brazil; it exists now in a very mitigated form."

There are errors in this statement which your Lordship will probably be glad to have pointed out.

1. It is not correct to state that a negro, the moment he is emancipated, may aspire to any office in the State. Emancipated slaves are expressly excluded by the Brazilian Constitution from the right of voting for Deputies, Senators, and Members of Provincial Councils. Their sons, born free, have the full advantages of Brazilian citizenship.

2. There is no such law, as is stated by the reviewer, giving the slave a right to appear at any time before a magistrate, have his price fixed, and buy his freedom. This is a complete mistake.

3. Slavery may be, and I believe is, with a considerable number of enlightened and respectable men in Brazil, "an admitted evil;" but, as your Lordship will have learnt from previous reports of mine, there are no signs whatever at present in Brazil of abolition of slavery, and there is no disposition, even, to entertain measures for mitigating its acknowledged evils, or for preparing for ultimate abolition. And slavery in Brazil certainly is, what the reviewer says that it is not, "an 'institution,' identified, in the opinion of a large party, with the interests and prosperity of the country."

It would not certainly be inferred, from the reviewer's account of slavery in Brazil, that there are more than 3,000,000 of slaves in a population of from 7,000,000 to 7,500,000, any more than it could be inferred from the flattering accounts in the review, and in the American work which I have alluded to, of the climate of Rio de Janeiro (making no mention of yellow fever) that Rio is annually scourged for four or five months by this deadly disease.

4. I believe, so far as I have been able to learn, that there is not much to complain of, generally, in the treatment of slaves. Though there is no strong and excited anti-slavery party, as in the United States, there are individuals of position, in both Chambers, friends of emancipation, and one of the leading journals in Rio is always ready to denounce ill-treatment of slaves. There is no doubt, as is stated by the reviewer, that colour is no obstacle to advancement, and the free-born son of an emancipated slave may attain to any position if he has merits and abilities, and fortune favours him; but I do not know what is meant by saying that slavery "exists in a very mitigated form."

I have thought it desirable to lay before your Lordship the above corrections, on a subject on which the English public feels a lively interest, of an article which might mislead. There is much to commend in the recent progress of Brazil, and there is much to hope for her future; but praise undeserved is false friendship, and it is better that the truth should be known.

BRAZIL. (*Consular*)—*Bahia.*

No. 59.

Consul Morgan to Lord J. Russell.—(*Received February* 6, 1861.)

My Lord, *Bahia, December* 31, 1860.

I HAVE the honour to transmit herewith the half-yearly return of the prices of slaves in this city.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 59.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

Description.	For the half-year ending June 30, 1860.				For the half-year ending December 31, 1860.			
	Currency.		Sterling.		Currency.		Sterling.	
	Reis.	Reis.	£ s. d.	£ s. d.	Reis.	Reis.	£ s. d.	£ s. d.
African Males	...	1,500$	...	156 5 0	...	1,200$	...	130 0 0
„ Females	...	1,200$	...	125 0 0	...	1,000$	...	108 6 8
Creole Males	...	1,200$	...	125 0 0	...	1,000$	...	108 6 8
„ with profession	...	2,000$	...	208 6 4	...	1,500$	...	162 10 0
„ Females	800$	to 1,000$	83 6 8	to 104 3 4	600$	to 800$	65 0 0	to 86 13 4

N.B.—The frightful drought in the interior which has now existed nearly two years, and caused a famine, has obliged many families to dispose of their household slaves at any price; and upwards of 2,700 were thus disposed of and exported to Rio de Janeiro.

British Consulate, Bahia, December 31, 1860.

(Signed) JOHN MORGAN, Jun., *Consul.*

No. 60.

Consul Morgan to Lord J. Russell.—(*Received August* 3.)

My Lord, *Bahia, June* 30, 1861.

I HAVE the honour to transmit herewith the half-yearly return of the prices of slaves in this city.

I have, &c.
(Signed) JOHN MORGAN, Jun.

Inclosure in No. 60.

RETURN of the Prices of Slaves within the District of the Consulate of Bahia, at the respective times undermentioned.

	For the half-year ending December 31, 1860.		For the half-year ending June 30, 1861.	
	Currency.	Sterling.	Currency.	Sterling.
	Reis.	£ s. d.		
African Males	1,200$000	130 0 0	No alteration in prices.	
„ Females	1,000 000	108 6 8		
Creole Males	1,000 000	108 6 8		
„ with profession	1,500 000	162 10 0		
„ Females	600$ to 800$	65 0 0 to 86 13 4		

British Consulate, Bahia, June 30, 1861.

(Signed) JOHN MORGAN, Jun., *Consul.*

BRAZIL. (*Consular*)—*Pará.*

No. 61.

Consul Vredenburg to Lord J. Russell.—(*Received September* 3.)

My Lord, *Pará, July* 1, 1861.

I HAVE the honour to report that there has been no change in the prices of slaves since the date of my last Return. The exportation of slaves to the Southern Provinces has latterly been discontinued, and no attempt has been made to revive the African Slave Trade.

I have, &c.
(Signed) W. VREDENBURG.

BRAZIL. *(Consular)—Pernambuco.*

No. 62.

Consul Cowper to Lord J. Russell.—(*Received March* 11.)

My Lord, *Pernambuco, January* 7, 1861.

I HAVE the honour to inform your Lordship that there has been no renewal of the African Slave Trade within the limits of this Consulate during the quarter ending the 31st ultimo.

I have, &c.
(Signed) H. AUGUSTUS COWPER.

No. 63.

Consul Cowper to Lord J. Russell.—(*Received March* 11.)

My Lord, *Pernambuco, January* 14, 1861.

I HAVE the honour to transmit to your Lordship the half-yearly Return of the prices of slaves at this Consulate, and from the Vice-Consulates named in the margin.*

I have, &c.
(Signed) H. AUGUSTUS COWPER.

Inclosure 1 in No. 63.

RETURN of the Prices of Slaves within the limits of the British Consulate at Pernambuco, during the Half-year ending December 31, 1860.

	Currency.		Sterling.					
	Reis.	Reis.	£	*s.*	*d.*	£	*s.*	*d.*
African Males	1,500$000	to 1,800$000	162	10	0	to 195	0	0
„ Females	1,200 000	1,500 000	130	0	0	162	10	0
Creole Males	1,600 000	1,800 000	173	6	8	195	0	0
„ „ with trades	1,800 000	2,000 000	195	0	0	216	13	4
„ Females	1,500 000	1,600 000	162	10	0	173	6	8
Children above 5 years of age	400 000	600 000	43	6	8	65	0	0
Infants under 5 years	250 000	500 000	27	1	8	54	3	4

Exchange calculated at 26*d.*

British Consulate, Pernambuco, January 1, 1861.
(Signed) H. AUGUSTUS COWPER, *Consul.*

* Paraiba and Maceio.

Inclosure 2 in No. 63.

HALF-YEARLY Return of the Prices of Slaves within the limits of the British Vice-Consulate at Maceio, in the Province of Alagoas.

Description.	Prices in Currency.	Exchange.	Sterling.	Remarks.
	Reis.	*d.*	£ *s.* *d.*	
African Males	1,200$000	27	135 0 0	Offered for sale.
„ Females	1,000 000	27	113 5 0	Ditto.
Creole Males, with trades	1,600 000	27	180 0 0	Ditto.
„ „ without trades	1,200 000	27	135 0 0	Ditto.
„ Females	1,000 000	27	113 5 0	Ditto.
Children from 1 to 5 years of age	500 000	27	56 12 6	In request.
„ from 6 to 12 years of age	1,000 000	27	113 5 0	Ditto.

British Vice-Consulate, Maceio, December 31, 1860.

(Signed) H. EDWIN GRIESBACH, *Vice-Consul.*

Inclosure 3 in No. 63.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Paraiba, during the Half-year ended December 15, 1860.

Description.	During the half-year ending June 15, 1860.				During the Half-year ending December 15, 1860.	
	Currency.		Sterling.		Currency.	Sterling.
	Reis.	Reis.	£ *s.* *d.*	£ *s.* *d.*		
African Males	1,400$	to 1,800$	151 13 4	to 195 0 0		
„ Females . . .	1,400$	1,600$	151 13 4	173 6 8	No alteration in value, but owing to the great scarcity and want of money some sales have been effected at reduced rates.	
Creole Males	1 600$	1,800$	173 6 8	195 0 0		
„ „ with trades . .	1,600$	2,000$	173 6 8	216 13 4		
„ Females	1,400$	1,800$	151 13 4	195 0 0		
Children above 5 years .	400$	800$	43 6 8	86 13 4		
Infants under 5 years . . .	300$	400$	32 10 0	43 6 8		

Exchange at 26*d.*

British Vice-Consulate, Paraiba, December 15, 1860.

(Signed) ROBERT J. SHALDERS, *Vice-Consul.*

No. 64.

Consul Cowper to Lord J. Russell.—(*Received March* 9.)

My Lord, *Pernambuco, January* 25, 1861.

I HAVE the honour to transmit to your Lordship a Return of the average prices of slaves at the port of Ceará during the half-year ending the 31st December last.

I also inclose to your Lordship a despatch for the Board of Trade, containing transcript from the ship's register at the port of Ceará during the past year.

I have, &c.

(Signed) H. AUGUSTUS COWPER.

Inclosure in No. 64.

RETURN of the Prices of Slaves within the District of the Vice-Consulate of Ceará, during the Half-year ending December 31, 1860.

	Currency.		Sterling.		Remarks.
	Reis.	Reis.	£ *s.* *d.*	£ *s.* *d.*	
African Males	.. ..	..	.. ..	..	None are offered for sale. But very few are now to be seen in Ceará.
„ Females . ..	.. ..	..	.. ..	..	
Creole Males	1,000$000	to 1,300$000	116 17 6	to 138 2 6	
„ „ with trades ..	1,300 000	1,600 000	138 2 6	170 0 0	
„ Females	1,100 000	1,300 000	116 17 6	138 2 6	
Infants (sucking to 5 years) .	200 000	600 000	21 5 0	63 15 0	
Children (5 to 12 years) ..	600 000	1,000 000	63 15 0	106 5 0	

British Vice-Consulate, Ceará, December 31, 1860.

(Signed) J. W. STUDART, *Vice-Consul.*

No. 65.

Acting Consul Gollan to Lord J. Russell.—(*Received September* 3.)

My Lord, *Pernambuco, August* 5, 1861.

I HAVE the honour to inform your Lordship that no overt act of Slave Trade has taken place within the limits of the Consulate during the half-year ending the 30th June last.

I have, &c.
(Signed) ALEX. GOLLAN.

No. 66.

Acting Consul Gollan to Lord J. Russell.—(*Received September* 3.)

My Lord, *Pernambuco, August* 5, 1861.

I HAVE the honour to transmit to your Lordship Returns of the average prices of slaves within this province and the province of Paraiba during the half-year ending the 30th June last.

I have, &c.
(Signed) ALEX. GOLLAN.

Inclosure 1 in No. 66.

RETURN of the Average Prices of Slaves within the District of the Province of Pernambuco, during the Half-year ending June 30, 1861.

	Currency.			Sterling.						Remarks.
	Reis.		Reis.	£	*s.*	*d.*		£	*s.*	*d.*	
African Males	1,500$000	to	1,800$000	162	10	0	to	195	0	0	No alteration in value since last Return.
„ Females	1,200 000		1,500 000	130	0	0		162	10	0	
Creole Males	1,600 000		1,800 000	173	6	8		195	0	0	
„ „ with trades .	1,800 000		2,000 000	195	0	0		216	13	4	
„ Females	1,500 000		1,600 000	162	10	0		173	6	8	
Infants (from birth to 5 years)	400 000		600 000	43	6	8		65	0	0	
Children (from 5 to 14 years)	500 000		1,700 000	54	3	4		184	3	4	

Average rate of exchange 26*d.* per milreis.

British Consulate, Pernambuco, June 30, 1861.
(Signed) ALEX. GOLLAN, *Acting Consul.*

Inclosure 2 in No. 66.

RETURN of the Prices of Slaves within the District of the British Vice-Consulate, Paraiba, during the Half-year ending June 15, 1861.

	During the half-year ending December 15, 1860.									During the half-year ending June 15, 1861.
	Currency.			Sterling.						
	Reis.		Reis.	£	*s.*	*d.*		£	*s.*	*d.*	
African Males	1,400$	to	1,800$	151	13	4	to	195	0	0	No alteration in value, but owing to the great want of money, sales have been made at a reduction of 20 per cent.
„ Females	1,400$		1,600$	151	13	4		173	6	8	
Creole Males	1,600$		1,800$	173	6	8		195	0	0	
„ „ with trades ..	1,600$		2,000$	173	6	8		216	13	4	
„ Females	1,400$		1,800$	151	13	4		195	0	0	
Children above 5 years ..	400$		800$	43	6	8		86	13	4	
Infants under 5 years .	300$		400$	32	10	0		43	6	8	

Exchange 26*d.* per milreis.

British Vice-Consulate, Paraiba, June 16, 1861.
(Signed) ROBERT J. SHALDERS, *Consul.*

No. 67.

Acting Consul Gollan to Earl Russell.—(*Received November* 4.)

My Lord, *Pernambuco, October* 12, 1861.

I HAVE the honour to report to your Lordship that no overt act of Slave Trade has taken place within the limits of this Consulate, or the adjoining Vice-Consulates, during the quarter ending the 30th ultimo.

I have, &c.

(Signed) ALEX. GOLLAN.

BRAZIL. (*Consular*)—*Rio Grande do Sul.*

No. 68.

Consul Vereker to Lord J. Russell.—(*Received February* 23, 1861.)

My Lord, *Rio Grande do Sul, December* 31, 1860.

I HAVE the honour to inclose a Return showing the average prices of slaves in this province during the six-monthly period ended this day.

I have, &c.
(Signed) H. P. VEREKER.

Inclosure in No. 68.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending December 31, 1860, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to				Difference in Price in last Six Months.	
	June 30, 1860.		December 31, 1860.		Increase.	Decrease.
	Currency.	Sterling.	Currency.	Sterling.	Sterling.	Sterling.
	Reis.	£ s. d.	Reis.	£ s. d.	£ s. d.	£ s. d.
Agricultural.						
Males	1,100$000	119 3 4	1,200$000	130 0 0	10 16 8	
Females	1,050 000	113 15 0	1,200 000	130 0 0	16 5 0	
Domestic.						
Males	1,250 000	135 8 4	1,400 000	151 13 4	16 5 0	
Females	1,200 000	130 0 0	1,250 000	135 8 4	5 8 4	
Mining	None.					
Newly Imported ..	None.					

Exchange at 26*d.* per milreis.

British Consulate, Rio Grande do Sul, December 31, 1860.
(Signed) H. P. VEREKER, *Consul.*

No. 69.

Consul Vereker to Lord J. Russell.—(*Received September* 3.)

My Lord, *Rio Grande do Sul, July* 1, 1861.

I HAVE the honour to report that I have received no information of the landing of African negroes on the coast of this Consular district during the twelve-monthly period ended this day, nor have I any reason to suppose that attempts to renew the abominable traffic in this locality are contemplated.

I have, &c.
(Signed) H. P. VEREKER.

No. 70.

Consul Vereker to Lord J. Russell.—(*Received September* 3.)

My Lord, *Rio Grande do Sul, July* 1, 1861.

I HAVE the honour to inclose a Return showing the average prices of slaves in this province during the six months ended the 30th ultimo.

I have, &c.

(Signed) H. P. VEREKER.

Inclosure in No. 70.

RETURN showing the Average Prices of Slaves in the Province of Rio Grande do Sul, during the Six Months ending June 30, 1861, compared with the Prices in the preceding Half-year.

Classes of Slaves.	Average Prices in Six-Monthly Periods to						Difference in Price in last Six Months.					
	December 31, 1860.			June 30, 1861.			Increase.			Decrease.		
	Currency.	Sterling.		Currency.	Sterling.		Sterling.			Sterling.		
	Reis.	£	s. d.	Reis.	£	s. d.	£	s.	d.	£	s.	d.
Agricultural.												
Males	1,200$000	130	0 0	1,200$000	130	0 0						
Females	1,200 000	130	0 0	1,200 000	130	0 0						
Domestic.												
Males	1,400 000	151	13 4	1,400 000	151	13 4						
Females	1,250 000	135	8 4	1,250 000	135	8 4						
Mining	None.											
Newly Imported ..	None.											

Exchange at 26*d.* per milreis.

British Consulate, Rio Grande do Sul, July 1, 1861.

(Signed) H. P. VEREKER, *Consul.*

BRAZIL. *(Consular)—Rio de Janeiro.*

No. 71.

Consul Westwood to Lord J. Russell.—(Received February 6.)

My Lord, *Rio de Janeiro, January 2, 1861.*

I HAVE the honour to transmit herewith a Return showing the price of slaves in this province during the six months ending on the 31st ultimo.

I have, &c.

(Signed) JNO. J. C. WESTWOOD.

Inclosure in No. 71.

PAPER showing the Price of Slaves in the Province of Rio de Janeiro during the Half-year ending on December 31, 1860, as far as can be ascertained by Her Majesty's Consul at Rio de Janeiro.

Class of Slaves.	Prices of Slaves.									Price of Slaves as per last Return, in Sterling.					
	In Currency.			In Sterling.											
	Reis.		Reis.	£	s.	d.		£	s.	d.	£	s.	d.		£	s.	d.
Agricultural.																	
Males	1,000$000	to	1,800$000	112	10	0	to	202	10	0	129	0	0	to	216	13	4
Females	1,000 000		1,500 000	112	10	0		168	15	0	108	6	8		162	10	0
Mining.																	
Males	About the same as Agricultural.																
Females																	
Domestic.																	
Males	1,200 000		2,000 000	135	0	0		225	0	0	129	0	0		216	13	4
Females	1,000 000		1,800 000	112	10	0		202	10	0	106	6	8		195	0	0
Newly Imported.																	
Males	None landed within the District of this Consulate during the last six months.																
Females																	

British Consulate, Rio de Janeiro, January 2, 1861.

(Signed) JNO. J. C. WESTWOOD, *Consul.*

COMORO ISLANDS.

No. 72.

Lord J. Russell to Consul Sunley.

Sir, *Foreign Office, July* 13, 1861.

I TRANSMIT to you herewith a copy of a despatch from Colonel Rigby, Her Majesty's Agent and Consul at Zanzibar,* reporting that the Traffic in Slaves at the Comoro Islands, which was formerly carried on by French Agents under the African Emigration Scheme until prohibited by the Imperial Government in January 1859, has been again resumed by French vessels.

I have to desire that you will inform me whether there is any foundation for this report; and if not, whether you are aware of any circumstances that could have given rise to the report contained in Colonel Rigby's despatch.

I am, &c.
(Signed) J. RUSSELL.

No. 73.

Consul Sunley to Lord J. Russell.—(Received July 15.)

My Lord, *Johanna, May* 2, 1861.

I HAVE the honour to report that, last month, the French schooner "Antancar" put into Johanna for water, with 40 Africans on board.

The owner of the vessel informed me that he had engaged these people at the Island of Comoro to work on his sugar estate at Nossi Bé; but a Johannaman, who served in the vessel as interpreter, told me that they were bought at Quiloa for the sum of 25 dollars each, and that the vessel called at Comoro for the purpose of procuring a certificate of their having been embarked at that island, and that this was obtained from one of the Chiefs for the sum of 250 dollars.

The Island of Nossi Bé is quite close to Madagascar; its population consists chiefly of Sakalaves, Betsimsarikas, and other tribes in Madagascar, who have sought a refuge there from the raids and tyranny of the Hovas. These people prefer rearing cattle and growing rice to working upon estates; and the Government gave up the idea of compelling them to work for a term of years on finding that they were preparing to go to the mainland of Madagascar, where they have their paddy plantations. The labourers on the estates are Africans who have been bought from slavery; but there are not nearly as many as are wanted by the planters, who have no other way of getting more than by purchasing slaves.

Two thousand labourers are required to satisfy the immediate wants of the Colonies of Mayotte and Nossi Bé; and I expect that an active Slave Trade will be carried on between the Comoro Islands and the Coast of Africa, if slaves can be introduced into these Colonies as inhabitants of the Comoro Islands.

I have, &c.
(Signed) WM. SUNLEY.

* Inclosure in No. 96.

No. 74.

Earl Russell to Consul Sunley.

Sir, *Foreign Office, August* 19, 1861.

I TRANSMIT to you herewith copies of a despatch, and its inclosure, from the Governor of the Cape of Good Hope to the Secretary of State for the Colonies, which have been communicated to me by the Duke of Newcastle, calling the attention of Her Majesty's Government to the fact that you are in the habit of employing 500 slaves on your sugar plantations whom you hire from the Arab slave-holders in the island; and I have to state to you that I should be glad to receive any explanations which you may have to offer upon this subject.

I am, &c.
(Signed) RUSSELL.

Inclosure 1 in No. 74.

Sir G. Grey to the Duke of Newcastle.

My Lord Duke, *Cape Town, June* 18, 1861.

I HAVE the honour to transmit, for the information of Her Majesty's Government, the copy of a letter I have received from Mr. H. Hutton, a Government officer in this Colony, calling attention to the fact that, upon his visiting the Island of Johanna in February and March of this year, he found that the British Consul was in the habit of employing upon his sugar plantations 500 slaves, hired from the Arab slave-holders in that island.

I request that your Grace, in bringing this communication under the notice of the Secretary of State for Foreign Affairs, will inform his Lordship that whilst I am unaware of the nature of the regulations which the Foreign Office have laid down for the guidance of Her Majesty's Consuls in relation to the employment of slaves, I think it right to inform his Lordship that Mr. Hutton is an officer of principle and probity upon whose statements I should place most entire reliance.

I have, &c.
(Signed) G. GREY.

Inclosure 2 in No. 74.

Mr. Hutton to the Acting Colonial Secretary, Cape Town.

Sir, *Graham's Town, May* 25, 1861.

UPON occasion of my visits to Johanna in February and March of this year, my attention was particularly attracted to a subject which appeared to me to be of so much importance as to call for representation to Her Majesty's Ministry; and not having had an opportunity of making, as I had intended, a verbal communication to his Excellency the Governor when I was lately in Cape Town, I beg now to bring the circumstance to his notice for the purpose of receiving his consideration, and being submitted to Her Majesty's Secretary of State for Foreign Affairs, if he should concur in the opinions which I have expressed.

Johanna, one of the Comoro group of islands, is a rendezvous of Her Majesty's cruizers upon the East Coast of Africa, and is the seat of a British Consulate. The Consulate-house is at the town of Johanna, on the north side of the island, but the Consul resides at Pomone, a small harbour on the west of the island, where he has a sugar plantation and factory.

The circumstance to which I am desirous of drawing his Excellency's attention is, that upon this plantation the Consul employs slave-labour—a proceeding which appears to me to be wholly at variance with the objects of his appointment, and to implicate the British Government to some extent in the maintenance of slavery.

At the time of my visit, the Consul (Mr. Sunley) had 500 slaves at work on his plantation, whose labour he hired from the Arabian slave-owners in the island.

It is true that the island is not a British Settlement, and that our Treaty with the King is only for the suppression of Slave Trade, that is, the importation and deportation of slaves, and that thus the state of slavery in his kingdom is recognized. But I think it

is evident that by opening a market for the profitable employment of slave labour, a stimulus is actually given to Slave Trade, and the strongest inducement furnished for eluding the stipulations of the Treaty, and surreptitiously importing slaves from the African coast.

This is easily done by sending dhows to the coast with a small crew, and there completing the crew to the number allowed by Treaty. The importation can thus be kept up by small drafts without the British cruizers having the power to interfere with it; and that this system is, under existing circumstances, actually carried on, I think that there cannot be a reasonable doubt.

Her Majesty's Ministers would surely disapprove of their Consul thus indirectly encouraging a Trade which it should be his most earnest endeavour to suppress by all legitimate means; and I trust that his Excellency, concurring in this view, will bring the subject to their notice.

I have, &c.
(Signed) HENRY HUTTON.

No. 75.

Earl Russell to Consul Sunley.

Sir, *Foreign Office, November* 5, 1861.

I TRANSMIT to you, for your information, copies of a despatch, and its inclosure, from Her Majesty's Ambassador at Paris,* containing the reply of the French Government to a representation which I instructed Lord Cowley to make to that Government, relative to the proceedings, reported in your despatch of the 2nd of May last, on the part of certain French agents in purchasing negroes on the East Coast of Africa, and then transporting them to the Comoro Islands, from whence they were introduced into the French Colony of Nossi Bé as free labourers.

You will perceive that M. Thouvenel represents that the Government of the Emperor has not received any information with regard to the particular transaction which forms the subject of your despatch; but he states that the Count de Chasseloup Laubat, the Minister of Marine, has requested explanations on the subject, and that Minister remarks that Her Majesty's Government doubtless confound the recruitment of Africans from the East Coast of Africa with the engagement of free blacks from the Comoro Islands; and that while the former is strictly prohibited, the latter is allowed to the Colonies of Nossi Bé and Mayotte, because slavery does not exist in the Comoro Islands, and that consequently the engagements made there are with free men who are at liberty to dispose of their services as they may think fit.

I should be glad to receive any observations which you may have to offer upon this explanation of the French Minister, and I have to desire that you will at the same time inform me what is the state of the relations between the labouring population in the Comoro Isles and the King and Chiefs; and whether, as stated by the French Minister, the natives are at liberty to leave the island of their own free will and to engage their services to French colonists; and whether in that case their places are supplied by slaves surreptitiously introduced by the King or Chiefs from the mainland.

There is another point which forms the subject of comment in the French Minister's note—I allude to the employment by you of large numbers of native labourers on your sugar plantations; but as I have already on a former occasion called upon you for full explanations on this subject, it will not be necessary that I should do more than refer to the matter on the present occasion.

I am, &c.
(Signed) RUSSELL.

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* No. 83 and Inclosure.

FRANCE.

No. 76.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, February* 28, 1861.

I TRANSMIT herewith, for your Excellency's information, copies of a letter and its inclosure from the Commander of Her Majesty's ship "Sharpshooter,"* which have been communicated to me by the Board of Admiralty, reporting the circumstances under which he boarded the French barque "*Don Juan*" off the African coast on the 7th of December last, for the purpose of ascertaining her nationality.

I have to observe that Her Majesty's Consul-General in Cuba, at the time when the "*Don Juan*" sailed from the Havana, reported that it was understood there that she was intended to be employed in the Slave Trade; and the fact of this vessel, bound ostensibly for China, being found on the African coast in the neighbourhood of the Congo river, would seem to confirm the suspicions entertained as to the illegality of the voyage on which the "*Don Juan*" is engaged.

I am, &c.
(Signed) J. RUSSELL.

No. 77.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, March* 23, 1861.

WITH reference to my despatch of the 28th ultimo, inclosing a copy of a letter from the Commander of Her Majesty's ship "Sharpshooter," reporting the circumstances under which he boarded the French barque "*Don Juan*," off the African coast, in the month of December last, I now transmit to your Excellency a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General at the Havana,† reporting that the "*Don Juan*" landed a cargo of upwards of 600 slaves in the Island of Cuba in the night of the 25th of January last, and that her master and crew, who landed at Cardenas in a small coasting-vessel, stating their vessel to have sprung a leak and sunk, have been sent as prisoners to Havana to be placed at the disposal of the Captain-General.

Your Excellency will take an opportunity of communicating the particulars regarding this vessel to M. de Thouvenel, in case the French Government should not have received information from other sources.

I am, &c.
(Signed) J. RUSSELL.

No. 78.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, May* 2, 1861.

WITH reference to my despatch of the 23rd of March last, I transmit to your Excellency herewith an extract of a despatch from Sir H. Huntley, the Acting British Commissioner in the Mixed Commission Court at Loanda,‡ containing further information relative to the French ship "*Don Juan*," which lately succeeded in shipping a cargo of slaves from the African coast, and landing them in Cuba.

* Class A, No. 64. † No. 167. ‡ Class A, No. 27.

The success of this vessel will doubtless encourage others, destined to be engaged in the Slave Trade, to assume the French flag, under the pretence of carrying coolies, as in the case of the "*Don Juan*," unless some preventive measures are adopted by the French authorities. Your Excellency will take an opportunity of pointing this out to M. Thouvenel, and you will ask that Minister whether it is the intention of the French Government to take any proceedings against the owners or other parties interested in the "*Don Juan*."

I am, &c.
(Signed) J. RUSSELL.

No. 79.

Lord J. Russell to Earl Cowley,

My Lord, *Foreign Office, May* 15, 1861.

I TRANSMIT herewith, for your Excellency's information, copy of a despatch from Colonel Rigby, Her Majesty's Agent and Consul at Zanzibar,* which has been communicated to me by the Secretary of State for India, containing information relative to the Slave Trade which is carried on from the East Coast of Africa.

I have to instruct your Excellency to communicate to the French Government the substance of that portion of Colonel Rigby's despatch which relates to the proceedings of the Slave Agent Buona Ventura Mas; for although it would appear that this individual is no longer in the employment of the French Consulate or under French protection, yet Her Majesty's Government think it right that the Government of the Emperor should know the true character of Mas, and the extent to which he has been engaged in Slave Trade speculations.

Her Majesty's Government cannot but think that Colonel Rigby was borne out in the course which he pursued in warning British subjects at Zanzibar not to have any dealings with Mas, and they do not doubt that if the Government of the Emperor had been aware of the true character of this individual, M. Thouvenel would not have placed in your Excellency's hands the *note verbale* complaining of Colonel Rigby's conduct in this affair which your Excellency transmitted to me in your despatch of the 11th of February, 1860.

I am, &c.
(Signed) J. RUSSELL.

No. 80.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, July* 13, 1861.

I INCLOSE, for your Excellency's information, a copy of a despatch which I have received from Her Majesty's Agent and Consul at Zanzibar,† reporting that the Traffic in Slaves at the Comoro Islands, which was formerly carried on by French agents until prohibited by the Imperial Government in January 1859, has been again resumed by French vessels.

Her Majesty's Government cannot but think that Colonel Rigby has made his report upon insufficient information, and that it is in reality destitute of any foundation; but I, nevertheless, think it right that your Excellency should acquaint the French Government that such a report has reached the Government of Her Majesty, in order that it may receive an official denial.

I am, &c.
(Signed) J. RUSSELL.

No. 81.

Lord J. Russell to Earl Cowley.

My Lord, *Foreign Office, July* 17, 1861.

IN my despatch of the 13th instant, I transmitted to your Excellency a copy of a despatch from Colonel Rigby, Her Majesty's Consul and Agent at Zanzibar, reporting

* No. 90. † No. 96.

that French vessels were again exporting negroes from the East Coast of Africa to the French colonies; but while instructing your Excellency to ask for explanations on this subject, I at the same time expressed the belief of Her Majesty's Government that Colonel Rigby must have been misinformed.

I now, however, transmit to your Excellency a copy of a despatch which I have received from Mr. Sunley, Her Majesty's Consul at the Comoro Islands, which, I regret to say, confirms entirely Colonel Rigby's report, and leaves no room for doubting that notwithstanding the despatch of Prince Napoleon to the Governor of Réunion of the 6th of January, 1859, putting an end to the exportation of negroes from the East Coast of Africa to French colonies, this Traffic has again been renewed to Nossi Bé.

I have to instruct your Excellency to call the serious and immediate attention of the Imperial Government to the statements contained in Mr. Sunley's despatch, and to request that strict orders may be sent to suppress this Traffic in conformity to the Emperor's Decrees relating to the sale and purchase of labourers on the East Coast of Africa.

I am, &c.
(Signed) J. RUSSELL.

No. 82.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, September* 28, 1861.

I TRANSMIT to your Excellency herewith, for your information, a copy of a despatch from Colonel Rigby, Her Majesty's Consul at Zanzibar,* respecting the Slave Agent Buona Ventura Mas.

I am, &c.
(Signed) RUSSELL.

No. 83.

Earl Cowley to Earl Russell.—(Received October 25.)

My Lord, *Paris, October* 24, 1861.

ON receipt of your Lordship's despatches of the 13th and 17th July last, I addressed a note to M. Thouvenel, calling the immediate attention of the French Government to the fact, as reported by Her Majesty's Consuls at Zanzibar and the Comoro Islands, that French vessels were again exporting negroes from the East Coast of Africa to French Colonies, and I have now the honour to inclose copy of the note which I have received in reply from his Excellency.

M. Thouvenel states with regard to the special case mentioned by Mr. Sunley, of negroes having been bought at Quiloa by the French schooner "Antankare," that the authorities of Mayotte, having been applied to for explanations, profess entire ignorance of any such operation. While awaiting, however, further information from those authorities, the French Government insist that Her Majesty's Government confound with the Slave Trade from the East Coast of Africa the recruitments, for Mayotte and Nossibé, of free black labourers from the three Comoro Islands. The former is severely prohibited by France, and is, the Minister of Marine says, rendered impossible by the precautions prescribed by him; whereas the second is allowed to the two above-named Colonies, in which slavery does not exist. M. Thouvenel, as your Lordship will observe, goes at considerable length into the nature of this recruitment, which, according to his Excellency, presents all the conditions of a perfectly valid contract, and he proceeds to cast doubts on the impartiality of Mr. Sunley in the question.

The note ends by calling the attention of Her Majesty's Government to a report which has reached that of the Emperor, but to which it does not attach entire credence, that English cruizers on the East Coast of Africa frequently hoist French colours with a view to more closely watching Arab vessels in those waters.

I have, &c.
(Signed) COWLEY.

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* No. 98.

Inclosure in No. 83.

M. Thouvenel to Earl Cowley.

M. le Comte, *Paris, le 22 Octobre,* 1861.

VOTRE Excellence par une lettre en date du 19 Juillet appelait l'attention du Gouvernement de l'Empereur sur des opérations de traite qui, d'après des renseignements parvenus à Londres, s'étaient effectués à la Côte Orientale d'Afrique, sous pavillon Français. Les rapports envoyés par l'Agent Britannique aux Iles Comores, M. Sunley, signalait ce fait—qu'un schooner Français, " l'Antankare," aurait acheté des noirs à Kiloa, et serait ensuite venu faire légaliser cette opération illicite à la Grande Comore, en se procurant à prix d'argent, d'un Chef de cette Ile, une fausse attestation de l'embarquement de ces travailleurs. Votre Excellence ajoutait que le Gouvernement Britannique voyait avec regret que les recrutements d'Africains que son Altesse le Prince Napoleon avait interdite au mois de Juin 1859, furent encore poursuivis pour le compte de nos établissements de Mayotte et de Nossi-bé.

M. le Ministre de la Marine a demandé des explications à M. le Commandant Supérieur de Mayotte sur le fait imputé à "l'Antankare," au sujet duquel il ne possède aucune espèce d'information ; mais, en attendant qu'il les ait reçues, M. le Comte de Chasseloup-Laubat me fait observer que le Gouvernement de Sa Majesté Britannique confond des opérations très différentes en supposant que les recrutements pour le compte de Mayotte et de Nossi-bé s'effectuent à la Côte Orientale d'Afrique contrairement à nos rénonciations officielles. Loin qu'il en soit ainsi, toute opération faite à la Côte d'Afrique serait l'objet d'une sévère répression ; mais nous autorisons encore, comme nous l'avons toujours fait, les seuls colons de Mayotte et de Nossi-bé (car ceux de la Réunion ne jouissent pas de cette faculté) à engager des travailleurs dans les trois Iles Comores, Anjouan, Mohili, et la Grande Comore. Cette faculté leur a été accordée et leur est maintenue parceque l'esclavage n'existe pas dans ces Iles. Elles sont gouvernées féodalement, comme l'Egypte, par des Chefs qui laissent à leurs sujets toute liberté de contracter des engagements de travail, et de s'expatrier pour un temps déterminé. Les recrutements que nous effectuons aux Comores présentent donc le caractère de contrâts parfaitement réguliers, passés avec connaissance de cause, sous une surveillance immédiate et complète, et avec toutes facilités d'acclimatation et de rapatriement pour l'engagé, qui ne change, pour ainsi dire, pas de pays, puisque les Iles Comores et nos établissements de Mayotte et de Nossi-bé appartiennent au même Archipel. On objecte que des esclaves peuvent être emmenés de la côte d'Afrique aux Iles Comores, et introduits ensuite, comme Comoriens, dans nos propres établissements. Une semblable appréhension est sans fondément en présence des précautions excessives que le Département de la Marine a préscrites, depuis longtemps, pour prévenir cet abus. Les instructions qu'il a données à ce sujet disent très expressément qu'il ne faut pas que des esclaves, venus de la côte d'Afrique ou de Madagascar, et ayant fait une simple escale à Anjouan, soient ensuite apportés par des boutres appartenant à des Chefs de cette île, et engagés, à Mayotte, comme des Comoriens d'origine libre. De telles recommandations sont donc, je le répète, une garantie que les travailleurs introduits à Mayotte et à Nossi-bé y viennent de leur plein consentement, et sont bien réellement d'origine Comorienne.

Nous ne saurions nous dispenser, au surplus, de constater que M. Sunley, qui s'élève si vivement contre nos recrutements dans les Comores, ne s'abstient pas de recourir, pour son propre compte, à l'engagement d'indigènes Comoriens, et qu'il entretient, sur ses établissements sucriers, un grand nombre de travailleurs, recrutés par lui à Anjouan, avec le concours des Chefs de cette île. Le Gouvernement de Sa Majesté Britannique admettra, sans doute avec nous, que cette circonstance n'est pas de nature à inspirer à M. Sunley une bien grande impartialité dans ses appréciations.

Il est un fait d'une autre nature que nous ne saurions laisser échapper non plus l'occasion de signaler à la loyauté du Gouvernement de la Reine. Des informations parvenues à M. le Ministre de la Marine lui ont appris que, dans les parages de la Côte Orientale d'Afrique des croiseurs Anglais auraient arboré plusieurs fois le pavillon Français, dans la pensée, paraîtrait-il, qu'ils surveilleraient plus facilement les Arabes que la vue de ce pavillon ne mettait pas en défiance. Sans vouloir ajouter une entière créance à ces renseignements, nous croyons devoir en faire part au Cabinet de Londres, en vue d'empêcher que le renouvellement de ce fait, s'il est exact, expose nos batiments de commerce à être pillés et détruits par les Arabes à titre de représailles.

Agréez, &c.

(Signé) THOUVENEL.

(Translation.)

M. le Comte, *Paris, October* 22, 1861.

YOUR Excellency, in a letter dated July 19th, called the attention of the Emperor's Government to some slave-trading operations which, according to information received at London, were accomplished on the East Coast of Africa under the French flag. The report sent by Mr. Sunley, the British Agent at the Comoro Islands, stated that a French schooner, the "Antankare," had purchased slaves at Quiloa, and had afterwards legalized this illicit proceeding by purchasing at the Great Comoro Isle, from an authority of that island, a false certificate of the embarkation of these labourers. Your Excellency added that the British Government saw with regret that the recruitment of Africans, which His Imperial Highness the Prince Napoleon had prohibited in the month of June 1859, was still carried on for our Colonies of Mayotte and Nossi-Bé.

The Minister of Marine has requested explanations from M. le Commandant Supérieur of Mayotte respecting the charge against the "Antankare," on which subject he does not possess the slightest information; but whilst awaiting it, M. le Comte de Chasseloup-Laubat points out to me that Her Britannic Majesty's Government confuses very different transactions in supposing that the recruitments for Mayotte and Nossi-Bé are made on the East Coast of Africa contrary to our formal declarations. Sooner than that this should be the case, all operations on the Coast of Africa would be strictly suppressed; but we still authorize, as we have always done, the colonists of Mayotte and Nossi-Bé alone (for those of Réunion do not enjoy that permission) to engage labourers in the three Comoro Islands, Anjouan, Mohilla, and the Great Comoro. This permission has been, and still is, accorded to them, because slavery does not exist in those islands. They are governed feudally like Egypt by Chiefs, who leave to their subjects entire liberty to enter into engagements for work, and to emigrate for a fixed time. Our recruiting at the Comoro Isles, therefore, bears the character of perfectly regular contracts, made with a knowledge of the nature of the engagements contracted, under a complete and immediate superintendence, and with every facility to the labourer for acclimatization and for returning to his country; and, therefore, he does not, as it were, change his country, since the Comoro Islands and our Colonies of Mayotte and Nossi Bé are situated in the same Archipelago. It is stated that slaves may be taken from the Coast of Africa to the Comoro Islands, and afterwards introduced into our own Colonies as natives of Comoro. This apprehension is groundless, considering the extreme precautions which the Department of Marine has long observed to prevent this abuse. The instructions given on this subject expressly state that slaves from the Coast of Africa or Madagascar, having simply entered the harbour of Aujouan, must not afterwards be taken in dhows belonging to the Chiefs of that island, and hired at Mayotte as free natives of Comoro. Such instructions are, then, I repeat a guarantee that the labourers introduced into Mayotte and Nossi Bé come of their own free will, and are really natives of Comoro.

We cannot, however, refrain from affirming that Mr. Sunley, who so strongly opposes our exportations from the Comoro Islands, does not scruple to avail himself on his own account of the engagement of natives of Comoro, and that he maintains on his sugar establishments a large number of labourers, collected by him at Anjouan with the consent of the Chiefs of that Island. Her Britannic Majesty's Government will doubtless agree with us that this circumstance is not calculated to inspire Mr. Sunley with great impartiality in his views.

There is a fact of a different nature which we cannot omit the opportunity of notifying to Her Majesty Government. From information received, the Minister of Marine has learnt that on the stations on the East Coast of Africa, English cruizers have frequently hoisted the French flag, with the idea, seemingly, that they would more easily watch the Arab vessels, among which the sight of this flag would not create suspicion. Without giving absolute credence to these reports, we think that we ought to mention them to the Cabinet at London, with a view to prevent that, from a recurrence of these acts, our merchant vessels should be exposed to pillage and destruction by the Arabs in retaliation.

Accept, &c.

(Signed) THOUVENEL.

No. 84.

Earl Russell to Earl Cowley.

My Lord, *Foreign Office, December* 19, 1861.

I TRANSMIT herewith, for your Excellency's information, copies of a letter and its inclosures from Rear-Admiral Sir Baldwin Walker, the Commander-in-chief of Her Majesty's naval forces on the Cape of Good Hope Station,* containing the result of inquiries which I requested that that officer might be directed to make, regarding the reports that had reached Her Majesty's Government that the recruitment of Africans for French Colonies was still being carried out on the East Coast of Africa.

The accounts now received, I regret to say, leave no room to doubt that the reports formerly sent to Her Majesty's Government, and on which, by my despatch of the 13th of July last, I instructed your Excellency to make a representation to the French Government, were well founded.

In the *note verbale* placed in your Excellency's hands by M. Thouvenel, containing the reply of the French Government to your representation, of which a copy is inclosed in your despatch of the 24th of October, it would appear that, while the recruitment of Africans for the French Colonies from the East Coast of Africa is severely prohibited, and, as the Minister of Marine states, rendered impossible by the precautions taken by him, the engagement of black labourers for the Colonies of Mayotte and Nossi Bé from the three Comoro Islands is, on the other hand, permitted, because it is stated that slavery does not exist in those islands, and that the natives are left entirely free by their Chiefs to dispose of their services as they may think proper.

But the information received by Her Majesty's Government leads to a totally different conclusion, as you will perceive from the accompanying copy of a letter from Mr. Ellis, a gentleman who, on several occasions, has been in charge of Her Majesty's Consulate in the Comoro Islands, and who, having returned within the last few days from Johanna, is therefore well acquainted with the state of affairs in those islands.

It will be seen from this letter, not only that slavery does exist in the Comoro Islands, but that the Chiefs never allow a slave to expatriate or to engage himself for work out of their islands without first receiving his full value in hard cash; and Mr. Ellis states, moreover, that if French Agents are allowed to hire (or rather to buy) the services of these slaves, their places will be supplied by Africans imported in Arab dhows from the mainland, a course of proceeding which, it cannot be doubted, must tend to encourage the Slave Trade.

Nor is this all, for, notwithstanding the great precautions which the French *vote verbale* states are taken to prevent any abuse of the permission granted to French Agents to import labourers from the Comoro Isles into Mayotte and Nossi Bé, it would appear from the concurrent testimony of Mr. Ellis and of the Commander of Her Majesty's ship "Wasp" (see Inclosure No. 6 in Admiral Walker's letter), that a French vessel called the "Antankare," and stated to have had a Government Agent on board, arrived at Johanna in the month of April last, with a cargo of negroes, who had been procured by purchase from the mainland of Africa, and that the Chief of the Comoro Isles was induced by a bribe of 200 or 300 dollars, to give passports certifying that the negroes on board were natives of the Comoro Islands, and that they had been engaged there as free labourers.

I have to instruct your Excellency to communicate the substance of Mr. Ellis's letter, and of Admiral Walker's Reports, to the French Government, and in doing so you will state that Her Majesty's Government feel assured that the Government of the Emperor will see that they have not, without good reason, complained of the continued recruitment of Africans by French Agents from the East Coast of Africa; and your Excellency will express the earnest hope of Her Majesty's Government that steps may be taken to put a stop to this recruitment of Africans for French Colonies, which is not only directly contrary to the orders of the French Government, but is also in violation of the engagements contracted by that Government towards the Government of Her Majesty on this subject.

I am, &c.

(Signed) RUSSELL.

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* Class A, No. 106.

Inclosure in No. 84.

Mr. Ellis to Mr. Layard.

(Extract.) *Hasfield Rectory, near Gloucester, November* 30, 1861.

IN reply to your letter of the 23rd instant, inclosing copy of a *note verbale* from the French Government, and stating that Lord Russell would be glad to receive any observations I may have to offer thereupon; I beg to say, with reference to M. Thouvenel's statement that slavery does not exist in the Comoro Islands, and that they are governed feudally, like Egypt, by Chiefs who leave to their subjects entire liberty to contract engagements of service, and to expatriate themselves for a certain time, that the Islands of Johanna and Comoro are governed despotically by Sultans, and Mohilla by a Sultana or Queen, who certainly leave to their free Arab subjects (very few in number) entire liberty of action, but never allow any slave to expatriate or engage himself for any work out of their islands without his full value is first received in hard cash.

I am not aware that an exception was made in favour of the Colonies of Mayotte and Nossi Bé when the Prince Napoleon forbade in June 1859 recruitments of Africans on the coast for the Island of Réunion; and if these Colonies are allowed to hire (literally buy) slaves at Johanna, Mohilla, and Comoro, where slavery does exist, and is a recognized domestic institution, Africans will be imported by Arabs in dhows into those islands, in spite of the vigilance of our cruizers and the remonstrances of our Consul.

The people of Comoro are the only ones of the whole group who care to work in the service of the French at Nossi Bé and Mayotte. This island is constantly in a state of civil war, as there are two Sultans always finding pretexts for robbing each other of cattle and slaves. No water is found except what is collected in tanks and jars in the rainy season; and rice, as at Johanna, is not grown in sufficient quantity to supply the wants of the population. Much misery and starvation is the lot of these poor people, and they consequently emigrate annually in small numbers to Mayotte and Nossi Bé.

Advantage is taken of this by the Captains of French ships employed in the recruitment of Africans on the coast to "legalize their operation" as it is called, as in the case of the "Antankare," the facts of which are these:—

Nossi Bé is a most fertile island, but the natives (Malgaches) are lazy and vicious. Labourers must be had for the sugar plantations, and advantage was taken of the permit given by the Prince Napoleon in his Proclamation of June 1859, allowing recruitments already in operation till June 1862 to complete their arrangements, to despatch the "Antankare" to Lindy first, and Comoro afterwards, to "legalize the operation:" the vessel was fitted out by private persons, and its proceedings connived at by the Governor of Nossi Bé.

It is true that Mr. Sunley employs on his sugar-plantation free men, and also slaves hired by him of their Arab masters in the Island of Johanna; he furthermore pays these people for their daily work. The slave is happy and contented; he is paid for his labour (which his Arab master never thinks of doing), thus making him feel equal to the free man, and he escapes the, to him, dreadful alternative of being sold by his Arab master to a French ship, for the purpose of being transferred to the Islands of Mayotte and Nossi Bé.

MONTE VIDEO.

No. 85.

Lord J. Russell to Mr. Lettsom.

Sir, *Foreign Office, January* 8, 1861.

WITH reference to my despatch of the 15th of November last, I transmit to you herewith, for your information, and for communication to the Government of the Uruguay, copies of a further despatch and its inclosures from Her Majesty's Judge in the Mixed Commission Courts at Sierra Leone,* reporting the proceedings in the case of the Monte Videan barque "*Constancia,*" which vessel was detained on the 15th of August last by Her Majesty's ship "Alecto," in the Cameroons river, on a charge of being equipped for the Slave Trade, and has been condemned by the British and Uruguayan Mixed Court of Justice established at Sierra Leone under the provisions of the Treaty of July 1839, between Great Britain and the Republic of Uruguay, for the suppression of the Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 86.

Mr. Lettsom to Lord J. Russell.—(Received June 7.)

My Lord, *Monte Video, April* 29, 1861.

WITH reference to your Lordship's despatches of the 15th of November, 1860, and of the 8th of January, 1861, I have the honour to transmit to your Lordship herewith a translation of the correspondence that has passed between Señor Acevedo and me relative to the Uruguayan barque "*Constancia.*"

Señor Acevedo tells me, that if the "*Constancia*" had become, by purchase, the property of an Uruguayan citizen in Havana, the Consul of the Republic at that port should have transmitted to his Government a notice of the sale and purchase, but that he has not done so.

I have, &c.
(Signed) W. G. LETTSOM.

Inclosure 1 in No. 86.

Mr. Lettsom to Señor Acevedo.

Monte Video, January 26, 1861.

THE Undersigned, by the orders of his Government, has the honour to transmit herewith to his Excellency Señor Eduardo Acevedo, &c., a copy of a despatch from Her Majesty's Judge of the Mixed Commission Court at Sierra Leone, reporting the detention of the Monte Videan barque "*Constancia*" by Her Majesty's ship "Alecto," on a charge of being equipped for the Slave Trade, and stating that this case has been brought for adjudication before the British and Uruguayan Mixed Court in that Colony on the 5th of October last.

The Undersigned, &c. (Signed) W. G. LETTSOM.

* Class A, presented 1861, No. 11.

Inclosure 2 in No. 86.

Señor Acevedo to Mr. Lettsom.

(Translation.) *Monte Video, January* 29, 1861.

IN consequence of the communication which, by the orders of his Government, Mr. Lettsom, &c., addressed, on the 26th ultimo, to the Undersigned, this Department will apply for and procure from the Department of War and Marine the suitable particulars relative to the conditions of equipment and qualification in this port of the barque "*Constancia,*" which appears to have been detained, while sailing under the national flag, from it being suspected that she was destined for the Traffic in Slaves, near Sierra Leone.

The Undersigned, &c. (Signed) EDUARDO ACEVEDO.

Inclosure 3 in No. 86.

Señor Acevedo to Mr. Lettsom.

(Translation.) *Monte Video, February* 9, 1861.

IN addition to the note from this Department dated the 29th of January last, the Undersigned, &c., has the honour to transmit herewith to Mr. Lettsom, &c., in a certified copy, the Report furnished from the office of the Captain of the Port with reference to the barque "*Constancia,*" detained at Sierra Leone.

The Undersigned, &c. (Signed) EDUARDO ACEVEDO.

Inclosure 4 in No. 86.

The Captain of the Port to the Minister of War and Marine.

(Translation.) *Office of the Captain of the Port,*

Your Excellency, *Monte Video, February* 1, 1861.

AFTER a careful examination of the registers of the rolls of the national vessels, not any high-sea ship of the name of "*Constancia*" is met with.

A Spanish polacca named "*Constancia*" left this port on the 22nd of August of the year 1860, for Havana, with a cargo of dried beef, dispatched by the house of Crucet and Fernandez.

A Spanish barque also of this name left this port for that of Havana on the 27th of October of the same year with a cargo of meat, dispatched by Don Jaime Civils.

(Signed) JOSE BRITO DEL PINO.

Inclosure 5 in No. 86.

Mr. Lettsom to Señor Acevedo.

Monte Video, April 20, 1861.

WITH reference to former correspondence, the Undersigned has the honour to transmit herewith to his Excellency Don Eduardo Acevedo, &c., the annexed copies of the evidence taken in the case of the Uruguayan barque "*Constancia,*" detained on the charge of being equipped for and engaged in the illicit Traffic in Slaves.

The Undersigned, &c. (Signed) W. G. LETTSOM.

MUSCAT. (*Consular*)—*Zanzibar.*

No. 89.

Lord J. Russell to Lieutenant-Colonel Rigby.

Sir, *Foreign Office, February* 19, 1861.

THE Secretary of State for India has transmitted to me a Report drawn up by Brigadier Coghlan, comprising the result of inquiries recently made by that officer on the subject of the Slave Trade on the Eastern Coast of Africa.

A considerable portion of this Report is founded on information received by Brigadier Coghlan from you, and which you have already furnished to Her Majesty's Government, but it contains also some new matter, and tends to show that the Slave Trade is carried on almost as actively on the Eastern as on the Western Coast of Africa.

Brigadier Coghlan estimates the number of slaves exported from the dominions of the Sultan of Zanzibar, and from the neighbouring Portuguese territories, at upwards of 30,000 annually, and he states that whole districts have been depopulated, and towns and villages destroyed in the wars that have been carried on for the purpose of procuring slaves for exportation.

These facts, even if allowance be made for some exaggeration, show that more stringent measures than have hitherto been adopted are required for the suppression of this iniquitous Traffic.

I have instructed Her Majesty's Minister at Lisbon to make a strong representation to the Portuguese Government, with the view to procure the removal and punishment of the officers who have connived at the trade in slaves which is carried on from the Portuguese territories, and I have to desire that you will express to the Sultan of Zanzibar the regret of Her Majesty's Government that the stipulations of the Treaty between Great Britain and Zanzibar, by which his Highness is bound to prevent the exportation of slaves from his dominions, have not been more faithfully observed.

Her Majesty's Government do not deny that the Sultan may have many difficulties to contend with in preventing the export of slaves from his dominions, but those difficulties cannot be alleged as a sufficient reason for the non-fulfilment of Treaty engagements, and you will point out to his Highness that he is bound, if the measures hitherto adopted by him are proved to be insufficient, to resort to other measures by which his engagements with this country may be more faithfully fulfilled.

One of the measures which, in the opinion of Her Majesty's Government, would be most efficacious for this end, would be to prohibit slaves from being carried coastwise from one part of the Sultan's dominions to the other.

There can be little doubt that the greater portion of the slaves so conveyed are intended for exportation, and so long as this coast traffic is permitted to continue it, will be impossible for the Sultan's officers, or for the Commanders of British cruizers, to prevent slaves from being exported from the Zanzibar territory.

I have accordingly to instruct you to suggest to his Highness that orders should be given prohibiting, under severe penalties, the transport of slaves coastwise from one portion of his dominions to the other; and you will also propose to his Highness that he should conclude an Additional Article to the Treaty between Zanzibar and Great Britain, by which the Commanders of British cruizers should be authorized to seize and detain all vessels under the Zanzibar flag engaged in the coasting trade, on board of which slaves may be discovered.

I am, &c.
(Signed) J. RUSSELL.

No. 90.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.) *Zanzibar, August* 28, 1860.

I HAVE the honour to report, for your information, the following circumstances connected with the Slave Trade in the Zanzibar dominions.

On the 15th of June last a Spanish slave-agent from Cuba arrived here in an American vessel, and took up his abode with the notorious Spanish slave-agent, Buona Ventura Mas, who has long been carrying on an extensive Traffic in Slaves in the Zanzibar dominions.

A few days after the arrival of the above agent, it became known that a great many slaves were being purchased by Arab agents of Buona Ventura Mas, both in the slave-market and from Arab proprietors of plantations in the interior of the island; and I was also informed by an Arab employé of my office, who was at the port of Keelwa, that two agents of Mas had arrived there, and were purchasing slaves, and had already shipped off two boat-loads of them to Zanzibar.

These transactions were carried on with so little attempt at concealment that they were the common talk of all classes here, and I urged His Highness the Sultan to put a stop to proceedings so opposed to his Treaties with the British Government. His Highness, therefore, arrested one of Mas' chief agents, and imprisoned him in irons. At my urgent request, all the slaves discovered who had been purchased on account of Mas were emancipated by His Highness the Sultan, and are now located on His Highness' own estates. The number is between 300 and 400. But these form a very small proportion of the entire number purchased, and many of the chief Arabs of the island have been concerned in this Traffic.

In order to prevent any of the British-Indian subjects resident here from aiding or abetting this Slave Traffic, I issued a notice warning them against having any commercial dealings with any persons, whether Europeans or Arabs, whom they knew to be engaged in the purchase or sale of slaves for shipment to foreign countries. Immediately this notice was posted at the Custom-house, the French Consul threatened to haul down his flag, saying that the Spanish slave-agent, to whom allusion was made in it, was under French protection.

On the 31st of July, a vessel was observed at anchor about nine miles south of this port.

The Arab Commander of one of His Highness' ships of war, who, having been educated in England, is conversant with the French and English languages, called on me, and stated that he had proceeded in a boat to visit her; and the following is a copy of a memorandum which he made on board, and which he has delivered to me :—

"Mem.—On Wednesday, August 1, 1860, barque '*Formosa Estrella*,' Commander Magin Prexas, from Havana 27th January, arrived here 27th July, bound to Aden; his consignees, Messrs. Vidal Frères, belonging to Havana; 232 tons, 150 large casks of water, 35 men, with Captain and 2 officers; and have found a number of irons, chains, tin-plates, and a number of bags of rice."

The Arab Commander further informed me that this vessel was completely equipped for the Slave Trade. The commander of the slaver shortly afterwards hove-up anchor and stood to the south.

The consignees of this slaver, Vidal Frères, are French merchants at Marseilles; their agent here is the notorious slave-dealer Buona Ventura Mas, and I have been informed that Vidal Frères are known to be the owners of the "*Formosa Estrella.*"

The "*Formosa Estrella*" again returned to the East side of the island, and letters from Mas which he had sent across the island were intercepted by the Sultan, and clearly proved his connection with the Slave Traffic. Upon His Highness submitting these letters to the French Consul, the latter stated that Mas was no longer under French protection; and His Highness, therefore, ordered Mas to quit his dominions by the first opportunity. During these occurrences the Spanish slave agent from Cuba absconded, and a few days afterwards Mas also secretly left the island in a native boat.

On the morning of the 2nd of August I received information that a vessel, supposed to be a slaver, had been seen at anchor near the Island of Monfea; the "Lyra" therefore proceeded to sea that night, and captured a large American clipper-built ship completely equipped for the Slave Trade. A copy of the charter-party made with Buona Ventura Mas to supply the slaves was found on board, and her provisions had also been supplied from here, having been sent out to her on board the Spanish brig "Numa" which Mas employed here to communicate with the slave-ships arriving on the coast.

The Commander of the captured vessel also stated that he had been induced to

engage in this Traffic from Mas having written to Barcelona that there were no British cruizers on the East Coast of Africa; he further stated that the money for the purchase of the slaves is sent here to Mas from Marseilles in vessels belonging to Vidal Frères, the charter-party and all papers being sent out overland viâ Aden.

It is well known here that the money is sent as above described.

The return of Her Majesty's ship "Lyra" to this port having the captured vessel in tow caused a great sensation amongst the inhabitants, it being the first occasion that a captured slaver had ever been brought into this harbour. His Majesty's steam-corvette "Brisk" has also recently captured a large American clipper-built ship near Johanna, with 846 slaves on board.

The Slave Trade is very much on the increase along the East Coast of Africa. At the Portuguese ports it is carried on in the most shameless manner.

No. 91.

Lieutenant-Colonel Rigby to the Chief Secretary to Government, Bombay.

(Extract.) *Zanzibar, November* 26, 1860.

WITH reference to my letter to your address dated the 27th of August last, reporting that a slave ship under Spanish colours, named the "*Formosa Estrella*," had been at anchor in a bay on the east side of this island, I have the honour to inform you that the above slave-ship has been recently captured at Lamoo by the authorities of His Highness the Sultan Sayyid Majid, and brought to this port.

I have told His Highness that I consider there can be no doubt of the legality of the capture, the vessel being at anchor in his port completely equipped for the Slave Trade, and the master confessing he had come there to procure slaves. He showed no papers, and no register of the ship has been found. Her port clearance is from Havana to Monte Video, and she has ten men on board more than is shown in the crew-list.

It is said that Sayyid Saood had been commissioned by Mas to procure the slaves for this vessel, on his arrival at Lamoo. It so happened that Sayyid Saood arrived there the day after the order of His Highness the Sultan for her capture. Upon hearing this he became very angry with the officer who had given the information. Although he is a very old respectable man, who was with Captain Owen and Captain Freemantle at the Kooria Mooria Islands, Sayyid Saood threatened his life, and to cut his beard off, and ordered him to quit Lamoo for interfering with the slaver.

No. 92.

Lord J. Russell to Lieutenant-Colonel Rigby.

(Extract.) *Foreign Office, May* 20, 1861.

THE Secretary of State for India has communicated to me copies of your despatches to the Secretary of the Government of Bombay, of the 28th of August and of the 26th of November last, on matters connected with the Slave Trade which is carried on from the East Coast of Africa.

I had already been made acquainted, by Reports which I had received from the Admiralty, and by despatches from yourself, with some of the circumstances which form the subject of your communications to the Government of Bombay, but those communications contain further information on which it will be right that I should make known to you the views of Her Majesty's Government.

As regards your despatch of the 27th of August, I have to state that I approve the language held by you to the Sultan of Zanzibar, as reported in that despatch with reference to the shipment of slaves from his dominions by persons acting in conjunction with the slave-agent Mas.

With reference to your despatch of the 26th of November last, reporting the proceedings of Sayyid Saood-bin-Hallal in seizing and ordering to be put to death an Arab named Salim Jubran, who had been in the employment of Her Majesty's Consulate, on account of his having furnished you with information respecting the movements of the slave-dealers, I have to instruct you to acquaint His Highness the Sultan that your conduct in demanding the instant dismissal of Sayyid Saood-bin-Hallal from the Governorship of Lamoo for his proceedings towards Salim Jubran has been entirely approved by Her Majesty's Government, and you will add, that Her Majesty's Government will hold the

local authorities responsible for any injuries that may be committed either on Salim Jubran, or on any other persons who may be employed in furnishing you, or Her Majesty's naval officers, with information respecting the Slave Trade.

No. 93.

Lord J. Russell to Lieutenant-Colonel Rigby.

Sir, *Foreign Office, June 7*, 1861.

I TRANSMIT to you herewith a Memorandum which I have received from Dr. Livingstone requesting that inquiries may be instituted with the view, if possible, to discover the fate of a party of Makololo Africans, who in the latter part of the year 1855 left their country, under the guidance of an Arab named Raia Saidi Ben Habib Ben Salem Lafifi, to trade on the Western Coast of Africa.

None of the party have ever returned to their homes, and you will perceive that it is suspected that Ben Habib sold them into slavery. This Arab is reported now to be settled on his father's property, as head man of an Arab village near Zanzibar, and if this should be the case you may probably be enabled to find him out, and to learn from him the fate of the party of Makololos who were entrusted to his guidance.

I have accordingly to desire that you will make inquiries into this matter, and you will report to me the result of your investigations, and also to Dr. Livingstone himself if you should have an oportunity of doing so.

I am, &c.
(Signed) J. RUSSELL.

No. 94.

Lieutenant-Colonel Rigby to Lord J. Russell.—(Received June 12.)

My Lord, *Zanzibar, January 1*, 1861.

I HAVE the honour to forward, for your Lordship's information, the accompanying copy of a despatch, with two inclosures, which I have this day addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure 1 in No. 94.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.) *Zanzibar, January 1*, 1861.

WITH reference to my letter to your address dated the 28th of August, 1860, relative to this port having been visited by the "*Formosa Estrella*," a slaver under Spanish colours, I have the honour to inform you that this vessel has been captured in the port of Lamoo, situate on the East Coast of Africa within the Zanzibar dominions, by the authorities of his Highness the Sultan Sayyid Majid.

The "*Formosa Estrella*" was consigned to a notorious slave-agent residing here, a Spaniard, by name Buona Ventura Mas, who under the protection of the French Consul has long carried on an extensive Traffic in Slaves with both Cuba and La Réunion. After the "*Formosa Estrella*" had been visited by the French Consul she again returned to her former position on the east side of the island of Zanzibar, and letters from Mas to persons on board were intercepted by His Highness the Sultan, and shown to the French Consul; they so clearly proved Mas' connection with the Slave Trade that he was at length obliged to declare Mas to be no longer under French protection, and the Sultan at once directed Mas to quit his dominions. Instead of doing so, he secretly decamped during the night, and went to Lamoo, where he chiefly carried on his vile Traffic.

His Highness immediately sent one of his principal officers, by name Abdallah-bin-Allee, with orders to arrest Mas and send him away, and he was therefore sent to Aden in a native vessel. The "*Formosa Estrella*" soon after arrived at Lamoo, and the Commander confessed that his object was to procure slaves, but that having depended on Mas for them he had only sufficient money on board to pay for 100. The original deposition in the

Arabic language of Abdallah-bin-Allee, relative to the capture of the vessel, together with translation of it in English, are herewith inclosed.

When the Sultan's officer boarded the "*Formosa Estrella*" at Lamoo, the Commander hoisted Spanish colours, although a short time previous, when chased by a party from Her Majesty's ship "Lyra," he hoisted French colours. The Commander refused to produce any ship's papers, and no register or port clearance has since been found on board. The only ship's papers discovered are a crew list, of which a copy is inclosed, and a personal passport of the Commander from the authorities of Havana. The crew list shows a total of twenty-one souls on board, including four passengers, whereas the actual number of men on board is thirty-four, in addition to the supercargo, who was arrested here and sent to the Mauritius on board Her Majesty's ship "Brisk," to be delivered over to the Spanish Consul at that port.

The "*Formosa Estrella*" is completely equipped for the Slave Trade, and her chart shows that she has been on this coast for four and a-half months.

Inclosure 2 in No. 94.

Statement made on Oath, before the Cazee of Zanzibar, by Abdallah bin Allee.

(Translation.)

In the name of the Most Merciful God.

I, ABDALLAH BIN ALLEE EL SARKHI, do hereby make oath and declare that the following is a true account of what occurred on the arrival of a ship under the Spanish flag at the port of Lamoo. I was sent to the port of Lamoo by our Lord the Sultan Majid bin Said, to banish a Spaniard by name Mas, who had been buying and selling slaves at Zanzibar; and I banished him. Afterwards, the Commander of a ship came to Lamoo in a boat, and I asked him where his ship was, and he informed me that it was at a place called Ziwayoo, about twenty English miles distant. I then asked him why he had left his ship. He replied, that he had business with Mas. I informed him that Mas had been banished from the country. He then asked me if Mas had any agent at Lamoo. I replied, No. He afterwards embarked in his boat, and went away. Fifteen days afterwards, a native vessel sailed from Lamoo to a place called Tineweh, a few miles distant, and there found the ship at anchor, with the boats passing and repassing between the ship and the shore. On the native vessel approaching the ship, two boats from the ship chased it. The native vessel therefore returned to Lamoo, and informed me of it. I therefore took some soldiers, and three boats, and went to the ship; and not finding the Captain on board, I asked the Mate why he had anchored in a place where only pirates and slavers came, and why he had no flag. The Captain returned to the ship at night; and in the morning I asked him what he was doing there, and told him that if he wanted provisions or water, &c., to come to Lamoo, and he should be supplied. He replied, "I am afraid if I enter the port of Lamoo an English ship of war may seize me. I have lost a great deal of money through Mas, and he is not here, and I therefore know not what to do. I came here to procure a cargo of slaves from Mas. I have only sufficient money with me to purchase 100 slaves, and this number I want." I told him he could not remain where he was; and he therefore went to Lamoo. On arriving at Lamoo, I told the Captain I must search his ship. When I went on board for the purpose, the vessel had the Spanish flag hoisted. The name of the vessel was on the stern, but had been painted over with black paint. I found 34 sailors on board, including the Captain and Mate; I also found 184 large water-casks, each cask containing about 400 gallons of water; also 82 dozen wooden spoons; 95 large metal (tin) dishes; three large cooking-places; seven sets of slave-irons; 127 bags of rice; planks for a slave-deck,* and other equipments of a slaver. I then asked the Captain to show me his papers, and he refused to do so. I reported all the above circumstances to His Highness the Sultan, and by his order I took charge of the vessel, and transferred the crew to one of His Highness' ships of war, and took the captured slaver to Zanzibar.

Deposed before me on oath by the said Abdallah bin Allee el Sarkhi, this 17th day of the month Jumadi el Awul, in the year of the Hegira 1277, corresponding to A.D. 1st December, 1860.

(The seal of His Highness Majid bin Said, Sultan of Zanzibar.)

(The seal of Sheikh Moideen, Cazee of Zanzibar.)

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* The slave-deck was laid down.—C. P. R.

No. 95.

Lieutenant-Colonel Rigby to Lord J. Russell.—(*Received April* 11.)

My Lord, *Zanzibar, January* 14, 1861.

I HAVE the honour to forward, for your Lordship's information, the accompanying copy of a despatch which I have this day addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure in No. 95.

Lieutenant-Colonel Rigby to Sir C. Wood.

Sir, *Zanzibar, January* 14, 1861.

WITH reference to my despatch to your address dated the 1st instant (forwarded *viâ* the Cape of Good Hope), relative to the "*Formosa Estrella*," a slaver under Spanish colours, which was captured by the authorities of His Highness the Sultan of Zanzibar, I have the honour to inform you that on the arrival of Her Majesty's ship "Persian" at this port on the 30th ultimo, His Highness, at my suggestion, delivered up the "*Formosa Estrella*" to the Commander of Her Majesty's ship "Persian," as a slaver found engaged in the Slave Trade within His Highness's dominions contrary to the laws.

2. The Commander of the "Persian" has, therefore, received charge of the "*Formosa Estrella*," and sent her to the Cape of Good Hope for condemnation.

I have, &c.
(Signed) C. P. RIGBY.

No. 96.

Lieutenant-Colonel Rigby to Lord J. Russell.—(*Received July* 5.)

My Lord, *Zanzibar, May* 4, 1861.

I HAVE the honour to forward, for your Lordship's information, the accompanying copy of a despatch which I have this day addressed to Her Majesty's Principal Secretary of State for India.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure in No. 96.

Lieutenant-Colonel Rigby to Sir C. Wood.

(Extract.) *Zanzibar, May* 4, 1861.

I HAVE the honour to inform you that the Traffic in Slaves at the Comoro Isles, which was carried on to so great an extent by vessels under the French flag until prohibited by a despatch from the Minister of Algeria and the Colonies, dated January 6, 1859, has again been resumed by French vessels.

Although this Slave Trade was designated by the French Government as a system of free negro emigration, it was, in fact, a Slave Trade under its most odious and cruel form; it was rapidly ruining all legal commerce on the East Coast of Africa, and caused warfare and bloodshed all over the interior.

No. 97.

Lieutenant-Colonel Rigby to Lord J. Russell.—(*Received September* 13.)

My Lord, *Zanzibar, July* 10, 1861.

I HAVE the honour to forward, for your Lordship's information, the inclosed copy of a despatch dated 14th of May, 1861, which I have addressed to the Chief Secretary to Government, Bombay, relative to the extensive Traffic in Slaves between the East Coast of Africa and the Persian Gulf and coasts of Arabia.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure in No. 97.

Lieutenant-Colonel Rigby to the Chief Secretary to the Government of Bombay.

(Extract.) *Zanzibar, May* 14, 1861.

I HAVE the honour to submit for the consideration of his Excellency the Governor in Council the following remarks relative to the Slave Trade which is carried on to so great an extent between the East Coast of Africa and the coasts of Arabia and Persia.

2. During the last twenty years the stoppage of this Traffic has been an object of solicitude to Her Majesty's Government: but from the experience I have acquired as to the extent to which it is still carried on, I can state with confidence that very little success has hitherto attended the endeavours of the British Government to put a stop to this revolting Traffic, and that the Treaties entered into for its suppression between Her Majesty and the late Imaum of Muscat have not been regarded in the very slightest degree by the Zanzibar authorities. In fact, I believe that the Treaties have been considered a dead letter from the day they were concluded.

3. During the last few years the export of slaves from the interior of Africa to the Island of Zanzibar has been greatly on the increase; it is now carried on in a more organized manner, and has spread much further into the interior than formerly. The number of slaves annually imported into Zanzibar is now not less than 20,000; of these, probably one-half are retained on the island, and the remainder exported to foreign countries in violation of Treaties. In addition to the above, several thousands of slaves are annually taken from the ports within the Portuguese dominions, and also from the River Lindy and the port of Keelwa to ports on the coast to the north of Zanzibar, whence they are afterwards taken to the Arabian coast.

4. Until within the last few years, the vessels which carried the slaves from the East Coast of Africa were not solely engaged in this Traffic; each vessel took on board a few slaves in addition to its cargo: but at present from 100 to 200 slaves and upwards are shipped in one vessel, and it is made a distinct traffic; one Sooree vessel, captured recently by Her Majesty's ship "Sidon," had on board 273 slaves. When carried in such numbers on board Arab craft, the sufferings and mortality of the slaves are greatly augmented; it is stated that frequently one-half the number embarked die before arriving at their destination.

5. In the year 1840, the Acting Resident in the Persian Gulf reported to the Secretary to Government, Bombay, that the number of slaves sold annually in the Gulf was estimated at 4,000 to 5,000, and that 100 vessels were employed in carrying slaves between Zanzibar and the shores of the Persian Gulf. I believe that so far from the subsequent Treaties having had any effect in restricting this Traffic, at the smallest computation 10,000 slaves are now taken north every year, and that upwards of 150 vessels are employed in carrying them.

6. Of the 10,000 slaves thus exported, I believe that fully one-half are shipped in the harbour of Zanzibar, with the full knowledge of the authorities, by whom no notice whatever is taken of the breach of Treaties which this Traffic involves, unless urged by the British Consul to do so.

7. The Honourable Sir J. Carnac, Governor of Bombay, recorded, in a Minute dated the 5th of January, 1841, as follows:—"It would appear by our past engagements that, though the Imaum of Muscat and the Joasmee Chiefs have taken credit for having conformed to the wishes of the British Government, the Slave Trade prevails, in fact, in its pristine vigour within certain limits, and, as far as they are concerned, the value to us of their engagements has been rendered nugatory; and as much revenue has been derived (by the Imaum of Muscat, for example) from the Traffic of Slaves as he enjoyed when the Slave Trade did not engage our attention."

8. The Honourable Mr. Anderson also recorded, in a Minute without date:—"I am assured that no effectual stop can be put to this Traffic till the carrying away from Africa, on any pretence, slaves, either bought, kidnapped, or taken in war, is declared piracy, and that the measures for capturing vessels so laden are more effectually entered upon. The great step is, to make it no longer a trade of any profit to the slave-dealer in the interior of Africa to bring to the coast slaves for sale. Until this is done, slaves will be brought down, and the terrible miseries of the trade continued."

9. In a letter from Captain Hamerton to the Secretary to the Government, Bombay, dated the 13th July, 1841, he estimates the number of slaves annually imported into the Islands of Pemba and Zanzibar from the Coast of Africa at from 8,000 to 10,000, a duty of 1 dollar per head being paid to the Customs Master. The import of slaves has more than doubled since that time, and the duty charged is now 2 dollars per head.

10. Captain Hamerton also stated as follows:—"In no part of the world is the misery

and suffering these wretched slaves endure whilst being brought here, and until they are sold, exceeded. They are in such a wretched state, from starvation and disease, that they are sometimes considered not worth landing, and are allowed to expire in the boats to save the dollar a-head duty." These remarks equally apply to the present state of this Traffic. Arabs are more callous to the sufferings of slaves than to those of brute animals.

11. Captain Hamerton further reported, in a letter to the Secretary to the Government, Bombay, dated the 2nd January, 1842, as follows:—"The Arabs from the Pirate Coast in the Persian Gulf yearly take a number of slaves by force from Zanzibar, yet the Imaum is unable to prevent them; he fears to do so. With respect to the suppression, or even the amelioration, of the Slave Trade which is carried on by the subjects of His Highness the Imaum and other Chiefs of the Coast of Africa, nothing can ever be effected by negotiation. The Imaum has not the power to interfere in this matter, even were he willing to do so, but he is not. Should Government determine to put a stop to the Slave Trade by sea, it can easily be done; but little or no assistance can be expected from the Imaum."

12. The state of the Slave Trade on the East Coast of Africa twenty years ago, as described in the above extracts, has continued up to the present time, in spite of Treaties, and of all the efforts of the British Government to put a stop to it. I believe that, with the exception of the Sultan himself, every Arab in Zanzibar is, and always has been, engaged in this Traffic. I know that the Sultan's next brother, by name Abdool Wahab; his nephew, Sayyid Saood; his cousin, the nominal Governor of the town, by name Sayyid Suleiman; the Chiefs of the Shakshee tribe, and the chief Cazee of the town, were all engaged in supplying slaves to Spanish and French vessels. So little secresy is observed, that vessels belonging to Somalis and Northern Arabs lie at anchor and embark slaves just beneath the windows of the Sultan's Palace. Unless a British cruizer happens to be in the harbour, there is absolutely no check whatever to the illegal export of slaves. I know of one Somali vessel which, this year, embarked 150 slaves; and of another which was at anchor for three days after having embarked 160 slaves; and of a third vessel which embarked 141 slaves. I informed the Sultan of the last, and procured the re-landing of the slaves, and at my request His Highness has given to each of these slaves a certificate of emancipation.

13. One of the Arab vessels captured by Her Majesty's ship "Sidon" had shipped 67 slaves in the harbour of Mombass. I asked the Arab Commander how he could have done so without the connivance of the authorities. He replied that he had not attempted any concealment, and that, whilst there, five other vessels had embarked slaves for the North; and that the Governor of the place told them that they were doing no wrong, as the shipment of slaves was not forbidden by the Sultan. At Keelwa and Lamoo the slaves are also openly embarked; and from Keelwa alone eighteen large dhows, filled with slaves, have sailed North (to the Persian Gulf and Arabian coast) this season.

14. The first season after my arrival at Zanzibar affairs were in a very unsettled state, owing to the expected invasion from Muscat, and therefore the Sultan had no time to interfere with the Northern Slave Trade. Last year His Highness informed me that, in order to prevent the Gulf Arabs procuring slaves, he had prohibited the slave-market entirely during the north-east monsoon, whilst these Arabs remained here; and that he had also ordered his frigate "Piedmontese" to be stationed near the north end of the island to examine all Joasmee and Soorce dhows, and to prevent all but regular traders from entering the harbour.

15. Nevertheless, the slave-market was carried on daily, morning and evening, just outside the town, and the Northern Arabs were permitted to purchase slaves to any extent. The "Piedmontese" was moved down to a narrow channel at the entrance of the harbour, but she had scarcely any crew, and did not stop or board a single dhow during the whole season. The only object of His Highness appeared to be, to induce me to think favourably of his efforts to suppress this Traffic and report to Government accordingly.

16. The stoppage of the export of slaves from Zanzibar in Spanish and French vessels has been already effected, and all British subjects have been prohibited from purchasing or holding slaves, and from taking them as security either for money advanced or for goods; and if this Northern Slave Trade can be suppressed, the bringing of the slaves from a long distance to the coast for sale will be no longer profitable; for, in spite of their having carried on this traffic to so great an extent for so many years, the Arabs in Zanzibar and on the East Coast of Africa are yearly becoming more and more impoverished: their own detestable vices, and the diseases they engender, are destroying them, and all their landed property is passing into the possession of British-Indian subjects, and thus the Arabs can no longer afford to purchase many slaves for their own use.

17. This Slave Trade has been this year checked for the first time on this coast by

Her Majesty's ships "Lyra" and "Sidon," which have together captured twenty-five vessels engaged in it, and redeemed a large number of slaves; if the blow it has received be followed up by active measures next year, it will prevent most of the piratical tribes of the Persian Gulf from coming to this coast in future, and thus put a stop to at least half the Traffic in Slaves on the East Coast of Africa. I trust that the day is approaching when the export of slaves from the East Coast of Africa will be entirely prohibited, for not only is this traffic a curse to Africa, and fast draining a fine fruitful country of its inhabitants, but it is equally a curse to the Island of Zanzibar, checking legitimate trade, and rendering the Arab population most degraded, idle, and sensual.

18. Until the export is entirely put a stop to, I am of opinion that the measures adopted to check the Traffic in Slaves with the Persian Gulf and coasts of Arabia should be entirely directed to the coasts of Africa. If two steam gun-boats were stationed at Zanzibar during the months of March and April, and also during the months of September and October, scarcely a vessel could escape; during the other months native vessels cannot go north, owing to the winds. Probably in two years this trade would be entirely stopped, and the piratical Arabs of the Gulf would find some more profitable occupation than coming to this coast for slaves. No place on the East Coast is so well adapted as a station for vessels employed in checking the Slave Trade as Zanzibar, owing to the presence of a British Consul, and so many British subjects engaged in commerce who have correspondents at every place on the coast: information can always be obtained relative to the movements of slave-ships.

19. The experience of many years has proved that the efforts of the British cruizers in the Persian Gulf and on the coasts of Arabia to check this traffic have met with very little success, and from the open manner in which it is carried on, it is evident that the risk of capture in the Gulf is scarcely regarded at all by those engaged in it, and that all the Maritime Chiefs connive at it, and some of them send their own agents here to purchase slaves. I believe that not even 1 per cent. of the slaves taken north every year are captured by the British cruizers.

20. A further reason in favour of making the chief efforts for the suppression of this traffic on the coast of Africa instead of on the coast of Arabia, or in the Persian Gulf, is the suffering and mortality among the slaves before they reach the latter coasts. A dhow which was captured by Her Majesty's ship "Lyra," only a few hours after it had quitted this harbour with 105 slaves on board, was so unbearable from the stench, that every man of the "Lyra" who went on board it to take out the slaves' provisions was immediately taken ill, and the surgeon procured the immediate destruction of the dhow. Had this vessel not been captured, in all probability not one slave would have survived the voyage to Arabia. In addition to this the Arabs frequently cut the throats of all the slaves, and throw the bodies overboard, if they meet a Government vessel out at sea. The captured slaves are also more easily disposed of at the Mauritius, Seychelles, and Port Natal, than if taken to Bombay.

21. The Zanzibar Arabs are fully prepared to expect the entire abolition of the Slave Trade as a circumstance they cannot avert; they have had the experience of the emancipation of all the slaves (in number 5,891 up to this day) belonging to British subjects in the Zanzibar dominions, and they perceive that their interests are in no way injuriously affected by it, and that their plantations are as well tilled by free labourers as before by slaves.

No. 98.

Lieutenant-Colonel Rigby to Lord J. Russell.—(*Received September* 13.)

(Extract.) *Zanzibar, July* 12, 1861.

BEFORE the slave agent Buona Ventura Mas absconded from this island last year, and whilst he was engaged in procuring cargoes of slaves for the five vessels which he was expecting consigned to him from the Havana, he advanced a sum of 4,000 dollars to an Arab from the coast of Oman, by name Ahmed bin Mubarik el Sooree, for the purpose of purchasing slaves on his (Mas's) account at the port of Keelwa, the chief slave-mart on the East Coast of Africa, and the destination of all the slave-caravans from the great Lake of Nyassa. Ahmed bin Mubarik purchased the slaves and brought them to Zanzibar. Finding that Mas had left the island, he took them to Lamoo, to which place Mas had proceeded on escaping from Zanzibar, and where he also carried on an extensive Traffic in Slaves. Finding that Mas had been deported from Lamoo, by order of the Sultan, he took the slaves to the port of Maculla, on the south coast of Arabia, and there sold them.

No. 99.

Lieutenant-Colonel Rigby to Lord J. Russell.—(*Received September* 13.)

My Lord, *Zanzibar, July* 26, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch to my address, dated February 19, 1861, directing me to suggest to His Highness the Sultan that orders should be given by him, prohibiting, under severe penalties, the transport of slaves coastwise, from one portion of his dominions to the other; and also to propose to His Highness that he should conclude an Additional Article to the Treaty between Zanzibar and Great Britain, by which the Commanders of British cruizers should be authorized to seize and detain all vessels under the Zanzibar flag engaged in the coasting trade, on board of which slaves may be discovered.

2. I received the above despatch on the 30th of May last, and the following day I waited on His Highness, and communicated the purport of it to him; and I pointed out to him that the former Treaties entered into by the late Imaum with the British Government to put a stop to the export of slaves from his African dominions, had been rendered nugatory in consequence of all the Arabs of Zanzibar continuing to export, every year, thousands of slaves without any check whatever. I told him that in the Portuguese dominions, on both coasts of Africa, the transport of slaves coastwise was prohibited, and that after fifteen years have elapsed all slaves in any Portuguese territories will be free. I also told him that the Sultan of Turkey and the Shah of Persia have forbidden the Traffic in Negroes, and therefore I trusted that he would not hesitate to comply with the wishes of the British Government to effectually put a stop to the extensive export of slaves from his ports on the African coast. His Highness replied, that so far as regarded himself he was well aware of the evils and miseries of the Slave Trade, and would prefer that no man in his dominions should be a slave, but that the Arabs here are very jealous of any interference in the Traffic. He further said that he thought there could be no difficulty in complying with your Lordship's request, provided that slaves might still be brought to the Islands of Zanzibar and Pemba from the mainland. I told him that the permission to continue taking slaves to the Island of Pemba would only perpetuate the evil it was the object of your Lordship to eradicate, and that if he were willing to comply with the request, or with the exception of the permission to continue the import of slaves into the Island of Zanzibar alone, I begged that he would communicate to me his wishes in writing for submission to your Lordship. On my taking leave His Highness said that he would consider the subject, and write to me regarding it.

3. A few days afterwards I again waited on His Highness, and talked with him on the subject; and requested him to give me an answer in writing, and he again promised to do so.

4. Shortly after this His Highness was taken ill, and for some time was unable to attend to any business. On his recovery, I again pressed him for an answer, and received similar evasive replies. As a vessel is about to leave this port for Aden this day, I called on His Highness three days ago, and told him that two months have elapsed since I communicated to him a letter from Her Majesty's Government, and that your Lordship would expect an answer. His Highness being aware that I have applied for leave to proceed to Europe on medical certificate, and am daily expecting the arrival of an officer from Bombay to relieve me, said that he would send an answer to your Lordship by me when I proceeded to England. I told him that my departure is uncertain, and that I must beg him to give me an answer without any further delay. He then promised to do so during that day; but he failed to keep his promise, and has sent me a letter at 11 o'clock A.M., to-day, knowing that the vessel for Aden sails at mid-day. A translation of His Highness' letter is herewith inclosed.

5. His Highness has evidently delayed sending me an answer until just as the vessel is starting, in order to prevent my having an opportunity of remonstrating with him on his having replied in terms so entirely at variance with those I had been led to expect from his conversation on the subject. I shall not fail, however, to impress on His Highness the propriety and necessity of his compliance with the request made to him, and I trust that he will be induced to do so.

I have, &c.
(Signed) C. P. RIGBY.

Inclosure in No. 99.

The Sultan of Zanzibar to Lieutenant-Colonel Rigby.

(Translation.)
(After compliments.)

RESPECTING what you mentioned to me regarding the desire of the Right Honourable Lord John Russell, Her Majesty's Minister for Foreign Affairs, that I should prohibit the transport of slaves from Keelwa to my possessions on the coast of Africa, within the limits in which it was permitted by the Treaty concluded between my late father Sayyid Said Ben Sultan and Her Majesty the Queen, including the Islands of Zanzibar and Pemba; my friend, it is my wish to comply with all the desires of the British Government, but these countries cannot do without slaves, they differ from other countries, and you are fully acquainted with the circumstances of these parts, and that when the slaves of the Hindees (*i. e.*, the Mahometan natives of India) and of the Banians (*i. e.*, the Hindoo natives of India) were emancipated it can sedgreat injury to these countries, and a decrease, in the trade, and put a stop to business, and caused a decrease in the import revenue, and impoverished the people and made them bankrupt; and if I put a stop to the Traffic in Slaves it will ruin these countries, and it will ruin my subjects; and I am certain that the British Government would never agree to this—for the British Government is far off, and is ignorant of the circumstances of these countries.

Written on the 17th day of the month Mohurrum, in the year 1278 of the Hegira, corresponding to July 25, A.D. 1861.

(The seal of His Highness Sayyid Majid bin Said,
Sultan of Zanzibar.)

No. 100.

Lieutenant-Colonel Rigby to Earl Russell.—(*Received December* 12.)

My Lord, *Lamoo, October* 5, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated 7th June, 1861, with inclosure, relative to a party of Makololo Africans, who in the latter part of the year 1855 left their country under the guidance of an Arab, by name, Said bin Habeeb bin Salem Lafifi, to trade on the Western Coast of Africa, none of whom have since returned to their homes, and it is suspected that they have been sold into slavery by the Arab Said bin Habeeb.

2. This Arab returned to Zanzibar in the year 1860; he was not accompanied by any Makololo Africans, and although he frequently called on me, he never alluded to them. He remained a short time at Zanzibar, and then left to return to the country of the Casembi, situated to the west of the great Lake of Nyassa, and about four months' journey from the East Coast. He informed me that his father was residing there, and that he should return there to settle: he had married the daughter of an African Chief.

3. Some months ago I received a private letter from Dr. Livingstone, requesting me to make inquiries on this subject, and I did so, and also applied to His Highness the Sultan for information. He replied that he had never heard of such people, and that Said bin Habeeb is now residing far beyond the reach of his authority.

4. I think it very doubtful whether Said bin Habeeb will ever return to Zanzibar: should he do so at any future time, he will be called on to explain what has become of these men. I think it very probable that he enticed them to Mozambique or Quillimane, and sold them to the French slave-agents, as he returned to Zanzibar from the south of the Lake Nyassa, and on his journey some of his party met Dr. Livingstone near Lake Shirwa, and none of the Makololo were then with him.

I have, &c.
(Signed) C. P. RIGBY.

No. 101.

Lieutenant-Colonel Rigby to Earl Russell.—(*Received December* 12.)

My Lord, *Lamoo, October* 5, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated 20th May, 1861, instructing me to acquaint His Highness the Sultan Sayyid Majid

of Zanzibar, that my conduct in demanding the instant dismissal of Sayyid Saood bin Hillal from the Governorship of Lamoo, for his conduct towards Salim Jubran, has been entirely approved by Her Majesty's Government, and that Her Majesty's Government will hold the local authorities responsible for any injuries that may be committed, either upon Salim Jubran, or on any other person who may be employed in furnishing myself or Her Majesty's naval officers with information respecting the Slave Trade.

2. The above despatch had been sent from Aden by the French ship "Vidal," which was wrecked off Lamoo about two months ago, and I therefore only received it on my arrival here on the 1st instant; I will in consequence forward it to my successor at Zanzibar by the earliest opportunity, in order that your Lordship's instructions may be communicated to His Highness the Sultan.

3. On my arrival off Lamoo on board Her Majesty's ship "Gorgon," I was much surprised to find that Sayyid Saood bin Hillal had reassumed the office of Governor of Lamoo; and I was informed that the very day after my departure from Zanzibar on board Her Majesty's ship "Gorgon," His Highness the Sultan had despatched Sayyid Saood as Governor to Lamoo on board one of his ships of war.

4. During the time that Sayyid Saood was previously Governor of Lamoo, and subsequent to his outrageous conduct in seizing and binding with cords in open day Salim bin Jubran, and openly boasting of his intention to put him to death for giving me information about the Slave Traffic carried on by Buona Ventura Mas, he seized and kept in confinement for a period of four months a man by name Hajee Noor, solely because he was proceeding to the country inhabited by the Abghal tribes of Somalis, to inquire after the supposed survivors of the wreck of the British ship "St. Abbs." I had provided Hajee Noor with several copies of the printed Proclamation in the English and French languages, issued by the Government of Mauritius relative to the supposed captives, and I also gave him several copies of a Proclamation in the Arabic language relative to them. The Mauritius Proclamation was surmounted by Her Majesty's Royal Arms, and the Arabic Proclamation was sealed with the official seal of the Zanzibar Consulate. Sayyid Saood, then Governor of Lamoo, took all these papers from Hajee Noor, and destroyed them. Owing to the unfrequent communication, I did not hear of this gross outrage for four months; I then called on His Highness the Sultan, and denounced the conduct of Sayyid Saood in the strongest terms. The Consul of the United States also remonstrated with His Highness earnestly on the impropriety of employing Sayyid Saood in any office of responsibility.

The principal firm of Hamburgh merchants at Zanzibar, Messrs. O'Swald and Co., had sent one of their vessels to Lamoo to purchase cargo, at the time Sayyid Saood was Governor there. On its arrival he issued a notice forbidding the inhabitants to sell any goods or produce to Messrs. O'Swald, until they had first offered them to Buona Ventura Mas, the slave-agent.

On one occasion Sayyid Saood put to death an inhabitant of Lamoo without any trial, for not coming quick enough when summoned to appear before him.

The Arab Munshee of the Consulate, whom I despatched to Lamoo to ascertain the truth of Hajee Noor's treatment, reported to me that Sayyid Saood had provided 300 slaves for the Spanish ship "*Formosa Estrella*," and when that vessel was seized, he sent these slaves to Tula and sold them to northern slave-dealers.

I have, &c.
(Signed) C. P. RIGBY.

No. 102.

Lieutenant-Colonel Rigby to Earl Russell.—(*Received December* 12.)

My Lord, *Lamoo, October* 5, 1861.

WITH reference to my despatch to your Lordship's address dated the 27th of July, 1861, inclosing a translation of an Arabic letter I had that day received from His Highness Sayyid Majid, Sultan of Zanzibar, declining to comply with your Lordship's request that he should consent to a modification of his Treaties with Her Majesty for the suppression of the Slave Trade, so as to authorize Her Majesty's ships to seize and detain any vessels under his flag found transporting slaves coastwise within his dominions; I have the honour to state that the following morning I called on His Highness and remonstrated with him on his refusal, and on his having sent me an answer to your Lordship's despatch so entirely at variance with what he had repeatedly promised to send.

2. On this occasion I took with me several copies, in Arabic, of a translation of part

of a despatch addressed several years ago to Lieutenant-Colonel Hamerton by Viscount Palmerston, instructing him to inform His Highness the late Imaum, that the Traffic in Slaves carried on by his subjects was doomed to destruction, and that Great Britain was the chief instrument in the hands of Providence for the accomplishment of this object, and that it is useless for these Arabs to oppose what is written in the book of fate, and that if they persisted in the continuance of this Traffic it would involve them in trouble and losses, and they had, therefore, better submit to the will of Providence, and abandon this Traffic, and cultivate their soil, and engage in lawful commerce.

3. I distributed these copies among the chief Arabs present, and I told His Highness that the Treaties which had been entered into several years ago for the suppression of the export of slaves to the coasts of Arabia and Persia had never been regarded in the very slightest degree by the authorities or subjects of Zanzibar, and that although many thousands of slaves are annually exported from Zanzibar to the North, and that the Traffic is openly carried on by all the chief Arabs at Zanzibar, I had never heard of a single instance of a person being punished, according to the Articles of the Treaty of 1847, for being engaged in this Traffic. I told His Highness that a continuance of this cruel Traffic in human beings could no longer be permitted, and that Her Majesty's Government would certainly insist on the faithful observance of Treaty engagements.

4. I also alluded to the impropriety of His Highness stating in his letter that the emancipation of the slaves illegally held in slavery by the British-Indian subjects residing in the Zanzibar dominions had caused ruin and destruction of trade, such statement being, as His Highness is fully aware, entirely unfounded.

5. I also took with me on this occasion a copy of the "Evening Mail" of the 27th of February, which had just reached me, containing a report of the debate in Parliament on Slave Trade; and in order to show the results which had been accomplished by the efforts of the British Government to put a stop to the export of slaves in other parts of Africa, and the importance which was attached to this subject by Her Majesty's Government, and by the British nation, I translated to His Highness, sentence by sentence, the speeches of Viscount Palmerston and your Lordship.

6. As His Highness had stated that Arabs could not do without slaves, and that the stoppage of their import would ruin his subjects, I translated to His Highness the Treaty for the suppression of the Slave Trade between the Sultan of Johanna and Her Majesty, and I pointed out to him that here was an island, with an Arab population, and a climate and productions very similar to those of Zanzibar; that the Sultan had faithfully fulfilled his Treaty engagements, and that instead of the abolition of the Slave Trade having proved injurious, the trade and wealth of Johanna were annually increasing.

7. His Highness begged me not to consider his letter as his real answer to your Lordship's request, adding, "You know it is an Arab custom to always give an evasive answer at first, and not to comply with anything requested without the appearance of refusal at first." I replied that I had been very much astonished at receiving such a letter from His Highness, and that I felt certain that it would be very displeasing to your Lordship, and that Her Majesty's Government would certainly not be satisfied with such a reply made on behalf of Her Majesty. He then said that as I was going to leave myself soon (I had forwarded a medical certificate to Bombay nearly four months previously), he would send your Lordship a satisfactory answer by me. I said, "Your Highness, to be satisfactory to Her Majesty's Government it must be very different to that which you sent me yesterday." He replied, "Inshallah, it will satisfy all that the English Government desire me to do."

8. On the 1st of September Her Majesty's ship "Gorgon" arrived at Zanzibar, and as I was suffering from severe ill-health, I arranged to take a trip on board. I therefore called on His Highness, in company with Commander Wilson, R.N., commanding Her Majesty's ship "Gorgon;" we remained about two hours conversing with His Highness, chiefly on the subject of the Slave Trade, and, on taking leave, His Highness promised in a solemn manner to send me his promised reply to your Lordship; but up to the time of the departure of the "Gorgon," I received no letter or communication of any sort from His Highness, and I ascertained that His Highness had not given any instructions to his Secretary to prepare a letter, and had no intention of sending any answer. And his bad faith and disregard of the advice of the British Government were shown by his sending Sayyid Saood as Governor to Lamoo directly after the departure of the "Gorgon."

I have, &c.

(Signed) C. P. RIGBY.

No. 103.

Lieutenant-Colonel Rigby to Earl Russell.—(*Received December* 12.)

My Lord, *Lamoo, October* 5, 1861.

I HAVE the honour to report, for the information of your Lordship, that the Slave Trade is being carried on as actively as usual at the Fort of Ibo, in the Portuguese territories of Mozambique.

2. The Traffic is so profitable to the Portuguese officials at that port, and the successive Governors so speedily acquire a competence from the bribes they receive for permitting this Traffic, that they appear to care for no representations made respecting it. I know of one instance in which the Governor of Ibo paid a bribe of 500 crowns to an Arab of Zanzibar, who was serving on board one of Her Majesty's ships as interpreter, to induce him to withhold information of the supercargoes of slavers being then in the town.

3. Shortly before my departure from Zanzibar, I was informed by a person who had just arrived from Ibo, that 600 slaves were confined in the Fort of Ibo, ironed like convicts, awaiting the arrival of a Spanish ship to embark them.

4. I have also reason to believe that the Slave Trade will be extensively resumed from Quillimane, as a Portuguese who resides there, by name De Cruz, who is the chief person there, and whose slave-dealings have been already reported by Dr. Livingstone, as appears from the papers on the Slave Trade laid before Parliament during the session of 1860, was recently at Zanzibar; and having incurred heavy losses by chartering ships at Calcutta, openly boasted that he could soon make good such loss by the sale of 4,000 slaves which he possessed at Quillimane. This person recently purchased a Sardinian brig, and I have no doubt it is intended to transport slaves. De Cruz has taken cargoes of his slaves to Réunion, and there sold them as free engagés some time ago.

5. A brig under the Spanish flag, with no name painted on any part of the hull, but called the "Caridad," has been for some time employed in the Mozambique Channel as a tender to several large slave-ships; she carries the money for the purchase of the slaves, and makes the bargains on the coast for them to be supplied. The slaves are now generally sent to some point agreed upon beforehand on the coast of Madagascar. A great many are embarked in dhows in the harbour of Mozambique, and do not seem to fear any interference on the part of the Portuguese authorities.

6. Whenever the "Caridad" visits Zanzibar, her commander, a Spaniard, by name Igorra, refuses to show any papers to the local authorities, saying that he is under French protection. The United States' Consul told me that the provisions found on board a large slaver which was captured off the Island of Monfea by Her Majesty's ship "Lyra," had been sold by his firm to the "Caridad" during the visit of that vessel to Zanzibar.

I have, &c.

(Signed) C. P. RIGBY.

PORTUGAL.

No. 104.

Sir A. Magenis to Lord J. Russell.—(Received January 1, 1861.)

My Lord, *Lisbon, December 26, 1860.*

WITH reference to my despatch of the 15th instant to your Lordship, I have the honour to inclose herewith translation of a note of the 18th of this month, which I have received from M. d'Avila, informing me that he was about to write officially to the Minister of Marine in order that the proper measures might be taken to cause the punishment of such persons as might be found implicated in the Slave Trade operations said to be carried on in the Portuguese possessions on the East Coast of Africa.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 104.

Senhor d'Avila to Sir A. Magenis.

(Translation.) *Palace, December 18, 1860.*

I HAD the honour to receive the note which you were pleased to address to me under date of the 14th instant, relative to the Slave Trade operations said to be carried on in the Portuguese possessions on the East Coast of Africa, with the connivance of the resident authorities; and in taking cognizance of your said note, I am about to write officially to the Minister of Marine in order that he may take such measures in this respect as may appear to him most appropriate, and to cause the punishment of such as may be found implicated in this Traffic.

I will duly and opportunely inform you of his Excellency's reply to my communication.

I renew, &c.

(Signed) ANTONIO JOSE D'AVILA.

No. 105.

Sir A. Magenis to Lord J. Russell.—(Received February 22.)

My Lord, *Lisbon, February 16, 1861.*

WITH reference to my despatch of the 26th of December last, relating to the subject of certain Slave Trade operations carried on in the Portuguese possessions on the East Coast of Africa, and inclosing to your Lordship a note from M. d'Avila, in which he states his intention of moving the Minister of Marine to take such steps as might lead to the punishment of such persons as may be found implicated in the above-mentioned Slave Trade operations, I have now the honour of inclosing a translation of a further note upon this subject which I have received from M. d'Avila under date of the 9th instant.

In this note, as your Lordship will perceive, his Excellency quotes from a despatch received by him from the Minister of Marine, to the effect that strict vigilance will be again enjoined upon the Governor of Mozambique; and although His Most Faithful Majesty's Government do not doubt that such speculations may have been attempted, owing to the difficulty of watching such an extent of coast, yet they cannot admit the accusation of connivance on the part of the Portuguese authorities, and more especially on the part of the Governor of Mozambique, who stands high in the confidence of His Majesty's Government.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 105.

Senhor d'Avila to Sir A. Magenis.

(Translation.) *Palace, February* 9, 1861.

WITH reference to the note which you were pleased to address to me under date of the 14th of December last, relative to certain Slave Trade operations said to have been effected in the Portuguese possessions on the East Coast of Africa, in connivance with the local authorities, I have the honour to communicate to you, in addition to my note of the 18th of that month, that the Minister of Marine has addressed me on this subject in a despatch dated the 29th of January last.

In this despatch his Excellency states to me, that although he had already instructed the Governor-General of the Province of Mozambique, on the occasion of a former note from you dated the 5th of December last, to take every measure and precaution in his power for putting a stop to that odious Traffic, yet he would again repeat the same instruction to the said Governor-General.

His Excellency further remarks, that His Majesty's Government do not doubt that such speculations may have been attempted at some points of the said possessions, inasmuch as the great extent of that coast renders a strict supervision very difficult, as has been admitted even by the English cruizers; what, however, they consider unfounded is, the accusation of connivance on the part of the Portuguese authorities in the Traffic in Slaves, and especially that which in your above-mentioned note appears to be brought against the Governor-General of the Province of Mozambique, who is one of the officers who has always merited the confidence of His Majesty's Government for his upright and honourable character, and whose zeal and vigilance over his subordinates has never been questioned.

I renew, &c.

(Signed) ANTONIO JOSE D'AVILA.

No. 106.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, April* 16, 1861.

I TRANSMIT to you herewith a copy of a letter from Commander Oldfield, of Her Majesty's ship "Lyra,"* which has been communicated to me by the Board of Admiralty, reporting upon the Slave Trade on the East Coast of Africa.

You will perceive from this letter not only that the Slave Trade is stated to be carried on to a considerable extent from the Portuguese possessions on the East Coast, but also that the Governors of Ibo and Quillimane are notoriously engaged in aiding and assisting in the traffic, and further that it is more than suspected that the Governor-General of Mozambique is himself in collusion with the slave-dealers, and that he has received large sums of money on several occasions for conniving at the dereliction of duty on the part of his subordinates.

Her Majesty's Government feel that they would not be acting in good faith towards the Portuguese Government, if they did not at once communicate to them the reports which have reached them, so seriously affecting the character of the highest Portuguese authorities on the East Coast of Africa, and I have accordingly to instruct you to communicate the substance of Commander Oldfield's letter to the Portuguese Minister for Foreign Affairs.

In the note addressed to you by Senhor d'Avila on the 9th of February last, a copy of which was inclosed in your despatch of the 16th of that month, the Portuguese Minister stated that the Governor-General of the Province of Mozambique is one of the officers who has always merited the confidence of His Most Faithful Majesty's Government for his honourable character, and whose zeal and vigilance over his subordinates has never been questioned.

Her Majesty's Government would much regret that charges of so serious a nature as those contained in Commander Oldfield's report should be brought against Portuguese officers without sufficient foundation; but of the fact of the shipment of considerable numbers of slaves from the Portuguese possessions there can be no doubt, and it is difficult to conceive that these shipments could have taken place without the knowledge and connivance of the Portuguese authorities.

You will inform the Portuguese Government that the Commander-in-chief of Her

* Class A, No. 98.

Majesty's naval forces on the African station will be directed to use his best endeavours to ascertain whether the reports of the connivance of the Portuguese authorities in the Mozambique with the slave-dealers are well founded; and if this should turn out to be the case, Her Majesty's Government cannot doubt that the Government of His Most Faithful Majesty will take immediate steps for the removal and punishment of the offending officers.

I am, &c.
(Signed) J. RUSSELL.

No. 107.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, April* 30, 1861.

I TRANSMIT to you herewith an extract of a despatch from Sir Henry Huntley, Her Majesty's Arbitrator in the Mixed Commission Court at Loanda,* reporting the circumstances under which some slaves were discovered secreted on board the Portuguese brigantine "*Equimina*" in the harbour of Loanda, and containing some observations with regard to the want of watchfulness on the part of the authorities of the port as evinced in the case of this vessel.

I also inclose a copy of a further despatch from Sir Henry Huntley,† reporting the destruction of two lanchas and capture of thirty-three negroes, said to belong to Senhor Pamplona, and bearing testimony to the zeal and energy with which Senhor Franco Vellar de Pinho, the Commander of the Portuguese cruizer "Dom Pedro V," has for some considerable time harassed the operations of the slave-traders in the neighbourhood of the Congo river.

I have to instruct you to express to the Portuguese Minister the satisfaction with which Her Majesty's Government have learnt the activity of the Portuguese cruizers in the suppression of the Slave Trade, and more particularly of the Commander of the "Dom Pedro V;" and you will at the same time call the attention of the Portuguese Government to the apparent apathy of the authorities in the case of the "*Equimina*."

I have further to instruct you to call the attention of the Portuguese Government to the fact, that the slaves captured by Senhor de Pinho, are represented to have belonged to Senhor Pamplona, and you will state that if the result of the investigations which will doubtless take place with regard to these slaves should prove this to be the case, Her Majesty's Government trust that this notorious slave-dealer will not be allowed to return to any of the Portuguese African possessions, and that steps may be taken for his punishment in the event of his returning within Portuguese jurisdiction.

I am, &c.
(Signed) J. RUSSELL.

No. 108.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, May* 17, 1861.

I TRANSMIT to you herewith a copy of a despatch‡ from Colonel Rigby, Her Majesty's Consul and Agent at Zanzibar, to the Secretary of State for India, containing information relative to the Slave Trade which is carried on from the East Coast of Africa.

You will perceive from this despatch that a notorious slave-agent, a Spaniard, by name Buona Ventura Mas, has been expelled by the Sultan of Zanzibar from his dominions, and as Mas is known to be extensively engaged in the Slave Trade which is carried on from the East Coast, it is more than probable that he will endeavour to take up his quarters in some of the Portuguese Possessions in Eastern Africa, with the view to carry on his designs from thence.

I have accordingly to instruct you to make known to the Portuguese Government the character of this individual, and you will request that the Portuguese authorities in the Mozambique may be instructed not to allow him to take up his residence in the Portuguese Possessions on the East Coast of Africa.

M. Buona Ventura Mas is the same individual with regard to whom a correspondence

* Class A, No. 27. † Ibid., No. 28. ‡ No. 90.

took place last year between Her Majesty's Government and the Government of the Emperor of the French, which you will find at pages 56, 57, and 58 in the Slave Trade Papers presented to Parliament during the last session; but Her Majesty's Government have been informed that he is no longer in the employment of the French Consulate at Zanzibar, nor under French protection.

I am, &c.
(Signed) J. RUSSELL.

No. 109.

Lord J. Russell to Sir A. Magenis.

Sir, *Foreign Office, May* 22, 1861.

I TRANSMIT to you, herewith, an extract of a letter from Captain Crawford, of Her Majesty's ship "Sidon,"* which has been communicated to me by the Admiralty, reporting the capture by that vessel of an Arab dhow, with 272 slaves on board.

I have to instruct you to communicate the particulars of this capture to the Portuguese Government, and in doing so you will state that Her Majesty's Government think it right to call the attention of the Portuguese Minister to the fact that the captured vessel was furnished with a Portuguese clearance from Mozambique, from which port she sailed only a few days before she was captured, and it appears to Her Majesty's Government that if the Portuguese authorities had been on the alert, they could not have failed to discover some evidence of the illegal character of the voyage on which the dhow was about to be engaged.

I am, &c.
(Signed) J. RUSSELL.

No. 110.

Sir A. Magenis to Lord J. Russell.—(Received May 22.)

My Lord, *Lisbon, May* 15, 1861.

I HAVE the honour to acknowledge the receipt, on the 12th instant, by the steam-packet "Tagus," of your Lordship's despatch of the 30th ultimo, and to inclose herewith copy of a note which, in obedience to your Lordship's instructions, I addressed on the 14th instant to M. d'Avila on the subject of it.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 110.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre, *Lisbon, May* 14, 1861.

IN obedience to the instructions which I have received from Lord John Russell, I have the honour to express to your Excellency the satisfaction with which Her Majesty's Government have learnt the activity of the Portuguese cruizers in the suppression of the Slave Trade; and more particularly of the Commander of the "Dom Pedro V," Senhor Franco Villar de Pinho, who has for some considerable time harassed the operations of the slave-traders in the neighbourhood of the Congo river.

I am at the same time instructed to call the attention of the Portuguese Government to the apparent apathy of the local authorities of Loanda, as evinced in the case of the "*Equimina*," whose seizure Her Majesty's Government are informed was based upon mere accident, rather than upon a well-organized system of observation.

I am further instructed to call the attention of the Portuguese Government to the fact that the slaves captured by Senhor de Pinho are represented to have belonged to Senhor Pamplona, who is now in the United States for the purpose, it is said, of residing there a sufficient period to enable him to claim naturalization papers, and then return to Loanda; and to state to your Excellency that if the result of the investigations which will doubtless take place with regard to these slaves should prove this to be the case, Her Majesty's Government trust that this notorious slave-dealer will not be allowed to return to any of the Portuguese African possessions, and that steps may be taken for his punishment in the event of his returning within Portuguese jurisdiction.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

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* Class A, No. 101.

No. 111.

Sir A. Magenis to Lord J. Russell.—(*Received June* 13.)

My Lord, *Lisbon, June* 5, 1861.

I HAVE the honour to transmit herewith copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 17th ultimo, I addressed on the 1st instant to M. d'Avila, informing him of the character of M. Buona Ventura Mas, with a view that he might not be allowed to take up his residence in the Portuguese Possessions on the East Coast of Africa.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 111.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre, *Lisbon, June* 1, 1861.

HER Majesty's Government have received information from Colonel Rigby, Her Majesty's Consul and Agent at Zanzibar, relative to the Slave Trade which is carried on from the East Coast of Africa.

From this information it appears that a notorious slave-agent, a Spaniard, by name Buona Ventura Mas, has been expelled by the Sultan of Zanzibar from his dominions, and as Mas is known to be extensively engaged in the Slave Trade which is carried on from the East Coast, it is more than probable that he will endeavour to take up his quarters in some of the Portuguese Possessions in Eastern Africa, with a view to carry on his designs from thence.

I have accordingly been instructed by Her Majesty's Principal Secretary of State for Foreign Affairs to make known to your Excellency the character of this individual, and to request that the Portuguese Government will instruct their authorities on the Mozambique not to allow him to take up his residence in the Portuguese Possessions on the East Coast of Africa.

M. Buona Ventura Mas is the same individual with regard to whom a correspondence took place last year between Her Majesty's Government and the Government of the Emperor of the French; and Her Majesty's Government have been informed that he is no longer in the employment of the French Consulate at Zanzibar, nor under French protection.

I avail, &c.
(Signed) ARTHUR C. MAGENIS.

No. 112.

Sir A. Magenis to Lord J. Russell.—(*Received June* 13.)

My Lord, *Lisbon, June* 5, 1861.

I HAVE the honour to inclose herewith copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 22nd ultimo, I addressed on the 1st instant to M. d'Avila, calling his Excellency's attention to certain facts regarding the capture, by Her Majesty's ship "Sidon," of an Arab dhow, with 272 slaves on board.

I am, &c.
(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 112.

Sir A. Magenis to Senhor d'Avila.

M. le Ministre, *Lisbon, June* 1, 1861.

I HAVE the honour to inclose herewith to your Excellency an extract of a letter from Captain Crawford, of Her Majesty's ship "Sidon," reporting the capture by that vessel of an Arab dhow with 272 slaves on board.

In making this communication I have been instructed by Lord John Russell to state

that Her Majesty's Government think it right to call the attention of the Portuguese Government to the fact that the captured vessel was furnished with a Portuguese clearance from Mozambique, from which port she sailed only a few days before she was captured; and it appears to Her Majesty's Government that if the Portuguese authorities had been on the alert they would not have failed to discover some evidence of the illegal character of the voyage on which the dhow was about to be engaged.

I avail, &c.

(Signed) ARTHUR C. MAGENIS.

No. 113.

Sir A. Magenis to Lord J. Russell.—(*Received July* 12.)

My Lord, *Lisbon, July* 4, 1861.

WITH reference to my despatch of the 5th ultimo, I have the honour to inclose herewith to your Lordship translation of a note dated the 27th ultimo, from M. d'Avila, in which his Excellency informs me that the necessary orders have been transmitted to the Governor-General of Mozambique, to prevent, by all the means in his power, Buonaventura Mas from establishing himself in any of the Portuguese Possessions on the East Coast of Africa, with the object of continuing his Slave Trade transactions.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 113.

Senhor d'Avila to Sir A. Magenis.

(Translation.) *Lisbon, June* 27, 1861.

WITH reference to the note which I addressed to you on the 4th instant, concerning the request which, by order of your Government, you made to me relative to the Spanish subject Boaventura Mas, I have the honour to inform you that, according to a communication which I received yesterday from the Minister of Marine, the necessary orders have been transmitted to the Governor-General of the Province of Mozambique to prevent, by all the means in his power, the above-mentioned Mas from establishing himself in any of the Portuguese Possessions on the East Coast of Africa, with the object of continuing his Slave Trade transactions.

I have, &c.

(Signed) ANTONIO JOSE D'AVILA.

No. 114.

Sir A. Magenis to Lord J. Russell.—(*Received July* 12.)

My Lord, *Lisbon, July* 6, 1861.

WITH reference to my despatch of the 15th of May last, I have the honour to inclose herewith to your Lordship translation of a note, dated the 3rd instant, from M. d'Avila, in which his Excellency informs me that the Minister of Marine has transmitted to the Governor-General of Angola the necessary orders to prevent the slave-dealer Pamplona from establishing himself in that Province.

I have, &c.

(Signed) ARTHUR C. MAGENIS.

Inclosure in No. 114.

Senhor d'Avila to Sir A. Magenis.

(Translation.) *Lisbon, July* 3, 1861.

IN addition to the note which I addressed to you on the 21st of May last, with reference to yours of the 14th, manifesting the satisfaction of your Government at the good services rendered by the Portuguese cruizers on the West Coast of Africa in the suppression of the Slave Trade, and requesting that the authorities of Loanda might be recommended

to be more active, and that the necessary measures might be taken to prevent the slave-dealer Pamplona from establishing himself in that Province, I have the honour to inform you that the Minister of Marine communicated to me, under date of the 28th of June last, that he had on that day transmitted to the Governor-General of Angola a translation of your above-mentioned note, ordering him at the same time to adopt all the measures in the sense of that note.

I avail, &c.
(Signed) ANTONIO JOSE D'AVILA.

No. 115.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, August* 14, 1861.

I TRANSMIT herewith, for your information, an extract of a despatch from Sir Henry Huntley, Her Majesty's Acting Commissioner in the British and Portuguese Mixed Commission Court at Loanda,* inclosing a copy of a letter addressed by him to the Governor-General of Angola, calling his Excellency's attention to the frequent practice which has obtained of sending slaves, as domestic servants, by the Portuguese mail steamers, from the mainland to the Island of St. Thomas, under the representation of their being the property of passengers going there.

It is possible that Sir H. Huntley's suspicions that these slaves are intended subsequently to be exported from the island may be destitute of any foundation; but, on the other hand, the absence of any cruizers in the neighbourhood of the island may have induced the slave-dealers to endeavour to take advantage of this state of things, and it would, therefore, not be inopportune to call the attention of the Portuguese Government to the matter.

I have accordingly to instruct you to take an opportunity of bringing the subject to the notice of the Portuguese Minister for the Colonies, with a view to such instructions being sent to the Governor of St. Thomas as the Portuguese Government may think proper.

I am &c.
(Signed) RUSSELL.

No. 116.

Sir A. Magenis to Earl Russell.—(Received September 2.)

My Lord, *Lisbon, August* 24, 1861.

I HAVE the honour to acknowledge the receipt, on the 21st instant, by steam-packet "Sultan," of your Lordship's despatch of the 14th instant, together with its inclosures, and in obedience to the instructions contained therein, I will not fail to take the first opportunity of calling the attention of the Portuguese Minister for the Colonies to the frequent practice of sending slaves as domestic servants by the Portuguese mail-steamers from Loanda to the Island of St. Thomas, under the representation of their being the property of passengers going there.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

No. 117.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, October* 4, 1861.

I TRANSMIT to you herewith, for your information, a copy of a letter from Rear-Admiral Sir Baldwin Walker to the Secretary of the Admiralty,† reporting the capture and subsequent release by Her Majesty's ship "Wasp" of the Portuguese slave-vessel "*Theresa.*"

I am, &c.
(Signed) RUSSELL.

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* Class A, No. 35.

† Ibid., No. 104.

No. 118.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, November* 15, 1861.

I TRANSMIT herewith, for your information, a copy of a Report upon the Slave Trade on the East Coast of Africa for the twelve months ended in the month of September last, which I have received from Her Majesty's Commissioners at the Cape of Good Hope.* With reference to that part of the Commissioners' despatch which relates to the alleged connivance of the Portuguese authorities in the export of slaves from the Portuguese possessions, I have to acquaint you that I have requested the Lords Commissioners of the Admiralty to instruct the Admiral on the Cape Station to make inquiries with the view to ascertain whether the statements contained in the Commissioners' Report are well founded.

You may make known unofficially to the Portuguese Minister the tenour of the Cape Commissioners' Report, but as Her Majesty's Government have every reason to believe that the Portuguese Government are in earnest in their endeavours to put a stop to the export of slaves from the Portuguese dominions, you will abstain, unless further instructed, from making any official representation on the subject to the Portuguese Minister.

I am, &c.
(Signed) RUSSELL.

No. 119.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, November* 15, 1861.

WITH reference to my despatch of the 14th of August last, I inclose, for your information, a copy of a further despatch which I have received from Sir Henry Huntley, Her Majesty's Acting Commissioner at Loanda,† on the subject of the unusual frequency of the shipment of domestic slaves from that place to the Island of St. Thomas ; and I have to instruct you to call the attention of the Portuguese Government to the facts reported by Sir Henry Huntley. You will ask the Portuguese Minister whether any information on the subject has been received by the Portuguese Government, and whether these emigrants to St. Thomas are *bonâ fide* free labourers.

I am, &c.
(Signed) RUSSELL.

No. 120.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, December* 6, 1861.

I TRANSMIT herewith, for your information, a copy of a despatch from Her Majesty's Commissioners at Loanda, inclosing a copy of the joint Annual Report of the British and Portuguese Commissioners to their respective Governments on affairs connected with the Commission.‡

I am, &c.
(Signed) RUSSELL.

No. 121.

Sir A. Magenis to Earl Russell.—(*Received December* 12.)

My Lord, *Lisbon, December* 2, 1861.

I AVAILED myself of the opportunity of a conversation on the 28th ultimo with the Portuguese Minister for Foreign Affairs to bring to his Excellency's notice, unofficially, the cases mentioned in your Lordship's despatches of the 15th of November last, and I received his assurance that he would call the attention of his colleague the Minister for Marine and Colonies to the facts stated in the inclosures of those despatches by Her Majesty's Commissioners at the Cape of Good Hope, and by the Acting Commissioner at Loanda.

I have, &c.
(Signed) ARTHUR C. MAGENIS.

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* Class A, No. 25. † Ibid., No. 43. ‡ Ibid., No. 53 and Inclosure.

No. 122.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, December* 31, 1861.

I TRANSMIT to you herewith copies of despatches as marked in the margin from Her Majesty's Commissioners at Loanda,* containing reports upon the cases of five small vessels brought for adjudication before the Mixed Commission Court established at that place on charge of being engaged in the Slave Trade.

I also inclose a copy of the Annual Report of the Commissioners on the Slave Trade for the year ending the 30th of September last.†

These Reports show, first, that great facilities have been afforded to the operations of the slave-traders by small coasting craft not belonging to subjects of His Most Faithful Majesty, but furnished by the authorities at Loanda with Portuguese papers; and secondly, the extent to which Portuguese subjects are engaged in this Traffic.

Among the individuals shown to be actively engaged in the Slave Trade, are Senhor Luiz Leivas and Senhor Pamplona. The one is a nephew of the notorious slave-trader, Francisco Antonio Flores, to whom a large extent of land to the south of Loanda has been granted for the purpose of working copper-mines stated to exist in that locality; and the other, also notoriously known as a slave-dealer, is the person who on a former occasion when a launch belonging to him was detained by the Commander of Her Majesty's ship "Viper," for irregularities in her papers, and on suspicion of being engaged in the Slave Trade, claimed compensation from Her Majesty's Government for the injuries which he alleged his character would suffer by reason of the unfounded imputations made against him.

You will find the correspondence relating to this affair at pages 192 to 202 (Class A) of the printed papers on the subject of the Slave Trade which were laid before Parliament in the session of 1860.

It will be seen, moreover, that two individuals named Antonio Alves and José Viera Borges, also Portuguese subjects, were actually found on board the "*Paquete de Moanda*," one of the captured vessels, when she was taken with slaves on board, several of whom, belonging to Senhor Pamplona, had been shipped in or near the harbour of Loanda; and although these persons are stated, in depositions made, to have assisted in the embarkation of a cargo of slaves on board an American brigantine, they were at the date of the Commander's despatch at large in the city of Loanda, having been admitted to bail when delivered up by the captors to the authorities at that place.

There is another matter which I adverted to in my despatch of the 15th of November last, and to which I have again to call your attention. I allude to the system which is stated to have recently sprung up, of shipping slaves from the Province of Loanda to the Island of St. Thomas under different denominations, sometimes as "domestic slaves" or "servants," at others as "libertos," and occasionally as "free negroes." No less than 415 of these negroes are stated to have been shipped from Loanda during the first nine months of the present year, and you will perceive from the Commissioners' Report on this subject that nearly all these negroes, although provided with passports from the Government of Loanda, and appearing in the list of passengers published in the "Boletim Official" as "pretos livres," are not free, but are only taken on board the vessels which convey them to St. Thomas on the plea of their being so, for the purpose of evading the penalties of the Treaty.

I have to instruct you to address a note to the Portuguese Government, founded on the papers now transmitted to you, showing the complicity of Portuguese subjects in Slave Traffic, and the evasions of the Treaty practised by the shipment of slaves under various pretexts to the Island of St. Thomas.

You will at the same time state, that while, on the one hand, Her Majesty's Government feel bound to believe that the Government of His Most Faithful Majesty are acting in good faith, and are in earnest in their endeavours to suppress the Slave Trade, they are equally convinced, on the other hand, that the intentions of the Portuguese Government in this respect are not carried into effect by the Portuguese authorities.

The reports which have reached Her Majesty's Government leave little room to doubt that during the past year two vessels succeeded in shipping cargoes of slaves from the Portuguese territory to the southward of Loanda; and the impunity with which Portuguese subjects notoriously known to be engaged in the Slave Trade have hitherto escaped the punishment due to their crimes, even when, as in the case of the two individuals Alves and Borges, referred to in the former part of this despatch, they are in the hands of the Portuguese authorities, cannot but encourage them to continue their unlawful pursuits.

* Class A, Nos. 45, 46, 47, 48, and 49. † Ibid., No. 55.

One of the most effective measures for the suppression of this Traffic would be the removal from the African Coast of those Portuguese subjects who are notoriously known to be engaged in the Slave Trade; but whatever steps the Portuguese Government may think proper to take to vindicate their good faith in this matter, Her Majesty's Government feel that they are justified in requiring that some more stringent and effective measures than have hitherto been taken, should be adopted by the Government of His Most Faithful Majesty to prevent Portuguese subjects and authorities from engaging in or conniving at the Traffic in Slaves.

I am, &c.
(Signed) RUSSELL.

No. 123.

Earl Russell to Sir A. Magenis.

Sir, *Foreign Office, December* 31, 1861.

IN my despatch of the 15th of November last, I instructed you to make known unofficially to the Portuguese Government the reports which had reached Her Majesty's Government of the connivance of the Portuguese authorities on the East Coast of Africa at the export of slaves from the Portuguese possessions on that coast. I have since received further information from Her Majesty's Consul at Zanzibar, and from the Admiral in command of Her Majesty's naval forces on the Cape Station, which, I regret to say, confirms the former advices received by Her Majesty's Government on this subject, and I inclose, for your information, copies of the reports in question.*

I have to desire that you will communicate the substance of these papers, as well as of the Report from the Cape Commissioners which accompanied my despatch of the 15th of November last before referred to, to the Portuguese Government, and that you will state that Her Majesty's Government do not doubt that the Government of His Most Faithful Majesty will take immediate steps for the removal and punishment of those authorities who, in violation of the orders of their Government, have been guilty of conniving at the Traffic in Slaves.

I am, &c.
(Signed) RUSSELL.

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* No. 103; and Class A, No. 106.

PORTUGAL. (*Consular*)—*Cape Verds.*

No. 124.

Consul Miller to Lord J. Russell.—(*Received March* 9.)

My Lord, *St. Vincent, Cape Verd Islands, February* 21, 1861.

I HAVE the honour to state that I have just received information that the American brig called the "*Falmouth,*" which vessel was a short time since seized at the port of Villa da Praya in the adjacent island of St. Jago, by one of the United States' vessels of war, for being engaged in the Slave Trade, and was sent to the United States for adjudication, has again arrived at the above port, and is still lying there. From circumstances which have occurred, there are grounds for suspicion that the "*Falmouth*" is now upon a slave-trading voyage. This vessel has arrived from the coast of Africa, where the captain remains, whilst the person in charge of the brig is receiving on board a quantity of water-casks and provisions, purchased at Villa da Praya, and it is the general opinion there that the vessel will proceed to the coast of Africa for the purpose of shipping slaves.

I have, &c.

(Signed) THOMAS MILLER.

No. 125.

Lord J. Russell to Consul Miller.

(Extract.) *Foreign Office, April* 15, 1861.

WITH reference to your despatch of the 21st of February last, reporting the reappearance at the port of Villa da Praya of the "*Falmouth,*" and stating that she is still suspected of being about to engage in the Slave Trade, I have to desire that you will report to me whether the attention of the authorities at St. Vincent was called to the movements of this vessel, and, if so, what steps were taken by them in the matter.

No. 126.

Consul Miller to Lord J. Russell.—(*Received June* 7.)

(Extract.) *St. Vincent, Cape Verd Islands, May* 22, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch dated the 15th April ultimo, wherein your Lordship requires me to report whether the attention of the authorities of St. Vincent was called to the movements of the American vessel "*Falmouth,*" suspected of being engaged in the Slave Trade.

I have the honour to explain that this vessel did not touch at this port; but was anchored at the port of Porto Praya, in the Island of St. Jago, one of the leeward islands of this group; therefore I had no opportunity of communicating with the authorities of this place on the subject before the departure of the "*Falmouth.*"

I forwarded intelligence to Her Majesty's Commissioners of the Mixed Commission Court at Loanda, by the earliest opportunity, of the "*Falmouth*" having touched at St. Jago, and I have received a reply to my letter from Sir H. V. Huntley, and I beg to transmit herewith a copy of his letter.

Inclosure in No. 126.

Sir H. Huntley to Consul Miller.

Sir, *Loanda, April* 22, 1861.

I BEG leave to thank you for the information you have given me with reference to the proceedings of the American brig "*Falmouth*," lately lying in the Bay of Porto Praya, Island of St. Jago.

There can be little doubt of the intentions of this well-known vessel, and I shall not fail to promulgate the information which you have favoured me with in the proper direction.

I have, &c.
(Signed) H. V. HUNTLEY.

SPAIN.

No. 127.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, January* 11, 1861.

I INCLOSE, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Consul-General at the Havana on matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 128.

Sir A. Buchanan to Lord J. Russell.—(Received January 23.)

My Lord, *Madrid, January* 14, 1861.

WITH reference to my despatch of the 17th ultimo, I have the honour to transmit herewith the translation of a note which I have received from Marshal O'Donnell, informing me that he has forwarded to the Colonial Department my note to his Excellency of which I inclosed a copy to your Lordship in my despatch above referred to, and in which I expressed the hope of Her Majesty's Government that certain persons implicated in slave-trading in Cuba would be punished as their crimes deserve.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 128.

Marshal O'Donnell to Sir A. Buchanan.

(Translation.)

Sir, *The Palace, January* 12, 1861.

I HAVE the honour to inform you that, on the 4th instant, I forwarded the note which you were pleased to address to me on the 17th of December of last year, to the General Board of Directors of the Colonies, in order that the proper steps might be taken thereon.

I have, &c.
(Signed) LEOPOLD O'DONNELL.

No. 129.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, February* 13, 1861.

I TRANSMIT herewith, for your information, copies of despatches as marked in the margin, from Her Majesty's Consul-General at the Havana,† containing information on matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

* Nos. 154, 155, and 156.

† Nos. 157, 158, 159, 164, and 165.

No. 130.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, February* 19, 1861.

I TRANSMIT to you, for your information, a copy of a note which I have received from the Spanish Minister at this Court, drawing the attention of Her Majesty's Government to the exertions made by the Spanish Government for the suppression of the Slave Trade in the Island of Cuba; and I also inclose a copy of my reply to M. de Isturiz's communication.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 130.

M. de Isturiz to Lord J. Russell.

(Translation.)

My Lord, *Spanish Legation, London, January* 12, 1861.

THE Spanish Government, desirous of proving to Her Britannic Majesty's Government the sincerity with which it fulfils, on its part, the stipulations relative to the Slave Trade, directs me to make known to your Excellency that in the first nine months only of the year just now ended, the Spanish cruizers have captured in the waters of Cuba more than 2,000 Bozal negroes. I am also directed to assure your Excellency that the new Captain-General of that Island is actuated by the utmost zeal on that point, as he has evinced by the trial, and dismissal, of certain authorities, who have not displayed a proper activity in preventing the landing of negroes.

I have, &c.
(Signed) XAVIER E ISTURIZ.

Inclosure 2 in No. 130.

Lord J. Russell to M. de Isturiz.

M. le Ministre, *Foreign Office, February* 16, 1861.

I HAVE the honour to acknowledge the receipt of your letter of the 12th ultimo, stating that the Government of Her Catholic Majesty being desirous of proving to Her Majesty's Government the good faith with which it fulfils its engagements for the suppression of the Cuban Slave Trade, has directed you to inform me that in the first nine months only of the past year, Spanish cruizers have captured in the waters of Cuba 2,000 Bozal negroes. And you add that you are further directed to assure me that the new Captain-General of Cuba is actuated by the utmost zeal for the suppression of this Traffic.

I beg leave, in reply, to acquaint you, that Her Majesty's Government have received with satisfaction the communication which you have been good enough to make to me on this subject, though they fear that the slaves captured by Spanish cruizers during the period mentioned by you, bear but a small proportion to the number actually introduced into Cuba.

I am, &c.
(Signed) J. RUSSELL.

No. 131.

Sir A. Buchanan to Lord J. Russell.—(Received March 27.)

My Lord, *Madrid, March* 20, 1861.

WITH reference to the Earl of Clarendon's despatch of the 14th April, 1857, on the subject of a landing of Bozal negroes at Sierra Morena, in the Island of Cuba, in the previous year, I have received a note from M. Calderon Collantes, of which I have the honour to inclose a translation, in reply to a communication which Lord Howden addressed to M. Pidal, at that time Spanish Secretary of State for Foreign Affairs, in conformity with the instructions conveyed to him in the Earl of Clarendon's above-mentioned despatch.

Your Lordship will learn from the inclosure, that Her Catholic Majesty's Government consider that the Marquis of the Havana, who was at the time Captain-General of Cuba, did everything in his power to punish the persons implicated in this transaction, by the dismissal from his office, and the subsequent imprisonment of the subaltern Captain of Rancho Veloz, where the negroes were landed; by arresting other suspected persons, and bringing the whole case before the competent tribunals; and further, that Marshal Serrano, the present Captain-General, considers it quite impossible to elicit any further information respecting the case, more especially as the greater part of the occurrences mentioned in Lord Howden's note took place on the coast of Africa, or in the United States.

I have, &c.
(Signed) ANDREW BUCHANAN.

Inclosure in No. 131.

Señor Collantes to Sir A. Buchanan.

(Translation.)

Sir, *Madrid, March* 2, 1861.

THE General Direction of the Colonies, which was duly informed of the contents of your note of the 28th of April, 1857, has forwarded to me the original evidence obtained in the proceedings instituted by the superior authority in the Island of Cuba in 1856, on suspicion of a disembarkation of Bozal negroes in the jurisdictions of Sagua, Remedios, or Cardenas, and of its realization at the first-named place.

It appears from the tenour of the said evidence, that the strictest orders were issued at the proper time to all the authorities of Sagua and its neighbourhood, to take the requisite measures for the purpose of capturing the cargo which had been landed: that not only was the dismissal of the subaltern Captain of Rancho Veloz, where the disembarkation was effected, ordered, but he was confined in the Castle of Fernandina de Jugua; the arrest of some individuals who appeared to be accomplices in the affair being likewise ordered, and the affair itself being made over to the competent tribunals: from all which proceedings you cannot do otherwise than acknowledge that the Governor of the Island of Cuba at that time, the Marquis of Havana, did everything in his power in the business.

At the same time I must mention to you that, according to information obtained from Captain-General Serrano, nothing is stated in the original evidence to bring to light the particulars contained in the note which I am answering, doubtless on account of his predecessor having been unable to discover the truth of the circumstances denounced.

The said General adds that, for his part, he also considers that it is not only unjustifiable, but even impossible, to institute investigations into this affair which would result in the discovery of the truth, so much the more on account of the chief part of the occurrences referred to in the above-mentioned note having taken place on the coast of Africa and in the United States; and consequently there are no means attainable for discovering them, and proving their authenticity in the Island of Cuba.

I believe I have satisfactorily replied to the note from the Legation above referred to, and avail myself, &c.

(Signed) S. CALDERON COLLANTES.

No. 132.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, March* 30, 1861.

WITH reference to your despatch of the 27th ultimo, reporting that the Spanish Government are about to reinforce their squadron in the Cuban waters, I have to desire that you will ask the Spanish Minister whether the Government of Her Catholic Majesty will avail itself of this accession of strength to the Spanish squadron to direct that the coasts of Cuba may be more closely watched, and that the slave-vessels which now carry on their traffic almost with impunity may be captured.

I am, &c.
(Signed) J. RUSSELL.

No. 133.

Lord J. Russell to Sir A. Buchanan.

Sir, *Foreign Office, April* 5, 1861.

I INCLOSE, for your information, copies of despatches as marked in the margin,* which I have received from Her Majesty's Consul-General at the Havana, relating to the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 134.

Sir A. Buchanan to Lord J. Russell.—(Received April 13.)

My Lord, *Madrid, April* 6, 1861.

I YESTERDAY, in conformity with the instructions in your Lordship's despatch of the 30th ultimo, asked M. Calderon Collantes whether the Government of Her Catholic Majesty will avail themselves of the late increase to the strength of the Spanish squadron at the Havana to direct that the coasts of Cuba may be more closely watched, and that the slave-vessels which now carry on this Traffic, almost with impunity, may be captured. His Excellency replied that I might state positively to your Lordship, not only that all the naval means at the disposal of the Spanish authorities on the Cuban station would be employed to arrest the proceedings of the slave-traders, but that Her Catholic Majesty's Government were building several vessels specially adapted for the efficient performance of that service.

I have, &c.
(Signed) ANDREW BUCHANAN.

No. 135.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, May* 2, 1861.

I TRANSMIT herewith, for your information, copies of despatches, as marked in the margin,† from Her Majesty's Consul-General at the Havana, on matters connected with the Cuban Slave Trade.

I am, &c.
(Signed) J. RUSSELL.

No. 136.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, May* 31, 1861.

I TRANSMIT to you, for your information, copies of three despatches from Her Majesty's Consul-General at the Havana,‡ inclosing copies of correspondence with the Captain-General of Cuba relative to the landing of slaves in that island.

I am, &c.
(Signed) J. RUSSELL.

No. 137.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, July* 19, 1861.

I HAVE received your despatch of the 7th instant, reporting that on the occasion of your communicating to Señor Calderon Collantes a copy of my despatch of the

* Nos. 166, 169, 170, 171, and 172. † Nos. 176, 177, 178, and 179.
‡ Nos. 181, 182, and 183.

29th of May last, his Excellency renewed to you the assurances of the Spanish Government that slavery would not be renewed in Santo Domingo. You add, that the Spanish Minister further said, that the public feeling in Spain was against the Slave Trade, and that the Spanish Government was using its best endeavours to put a stop to it, but that its total suppression could not be effected in a day, or before measures for substituting other labour were matured.

I have to instruct you to state to Señor Collantes that Her Majesty's Government are naturally anxious that the measures for the suppression of the Slave Trade, indicated in his communication to you, should be adopted as quickly as possible. There can be no question that Spain has equal facilities with Brazil for putting a stop to the Slave Trade if she is really in earnest on the subject. Let her employ an adequate portion of the large naval force which she has now in the Cuban waters in suppressing the Slave Traffic on the coasts of that island, giving prize-money to the captors, and severely punishing the authorities and others who may be engaged in or connive at the introduction of slaves into Cuba. If such measures were pursued with vigour the Slave Traffic would expire in less than a year.

I am, &c.
(Signed) J. RUSSELL.

No. 138.

Lord J. Russell to Mr. Edwardes.

Sir, *Foreign Office, July* 19, 1861.

I TRANSMIT herewith, for your information, a copy of a despatch which I have received from Mr. Forbes, Her Majesty's Consul at St. Jago de Cuba,* inclosing copies of a correspondence which has passed between him and the Governor of the Province, relative to the disembarkation of a cargo of slaves within the Governor's jurisdiction.

You will perceive that while, on the one hand, Brigadier Letona, the Governor of Santiago de Cuba, arrested and sent to Havana for trial the parties engaged in the introduction of these slaves into the island, General Serrano, on the other hand, immediately released them.

I have to instruct you to take an opportunity of communicating the substance of Mr. Forbes' report to Señor Calderon Collantes; and you will at the same time point out to his Excellency the difficulty which Her Majesty's Government experience in reconciling the assurances recently conveyed to you that the Spanish Government are using their best endeavours to put a stop to the Slave Trade, with the acts of some of the Spanish authorities, as evinced in the conduct in this case of General Serrano.

I am, &c.
(Signed) J. RUSSELL.

No. 139.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, August* 10, 1861.

I TRANSMIT to you herewith copies of despatches as marked in the margin,† which I have received from Mr. Crawford, Her Majesty's Consul-General at the Havana, on matters connected with the Cuban Slave Trade.

You will perceive that Mr. Crawford's despatch of the 15th of June last has reference to the proceedings which were reported by Mr. Consul Forbes in his despatch of the 18th of May last, a copy of which was transmitted to Mr. Edwardes, and formed the subject of comment in my despatch of the 19th ultimo.

I have to instruct you to take occasion to say to Marshal O'Donnell that Her Majesty's Government highly appreciate the loyal and faithful observance of his duty by Brigadier Letona.

The Spanish Government must be aware that the British nation, as well as the British Government, attach the highest importance to the extinction of the Slave Trade. It is notorious (whatever may be the cause) that the Slave Trade Treaties between Spain and Great Britain are not executed, and it is impossible to persuade Europe or the world that what has been done in Brazil cannot be done in Cuba.

* No. 195.

† Nos. 184, 185, 187, and 188.

This is a matter, therefore, which deeply affects the friendly relations of Great Britain with Spain. It nearly concerns the honour and good name of the Spanish nation. Her Majesty's Government are persuaded that these considerations will have a powerful influence with Her Catholic Majesty. They are convinced also that the interests of humanity, and the honour of her Crown, are dear to the heart of Her Catholic Majesty. They have in consequence received the orders of Her Majesty the Queen to express her earnest desire that Her Catholic Majesty will take this subject into her deliberation, with a view to such steps as may give fresh glory to the reign of Queen Isabella, and form a new epoch in the history of civilization.

I am, &c.
(Signed) RUSSELL.

No. 140.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, August* 12, 1861.

WITH reference to my despatch to Mr. Edwardes of the 19th ultimo, I inclose, for your information, a copy of a despatch from Mr. Forbes, Her Majesty's Consul at St. Jago de Cuba,* inclosing copies of a further correspondence which has passed between him and Brigadier Letona, the Governor of that province, relative to the recent Slave Trade proceedings within his jurisdiction.

I am, &c.
(Signed) RUSSELL.

No. 141.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, September* 6, 1861.

I TRANSMIT to you herewith, for your information, a copy of a despatch from Mr. Beattie, Acting British Consul at St. Jago de Cuba,† inclosing copies of a correspon ence which has passed between Mr. Forbes, Her Majesty's Consul at St. Jago de Cuba, and the local authorities at that port, relative to two reported landings of slaves at Sigua and Guantanamo, together with a copy of Consul Forbes' despatch to Mr. Crawford, Her Majesty's Consul-General at the Havana, upon the subject.

I am, &c.
(Signed) RUSSELL.

No. 142.

Sir J. Crampton to Earl Russell.—(Received September 9.)

(Extract.) *San Ildefonso, August* 25, 1861.

IN obedience to the instructions contained in your Lordship's despatch of the 10th instant, I took the earliest opportunity of bringing the subject of the Slave Trade in Cuba under the attention of the Spanish Minister for Foreign Affairs.

I said that my recent personal communications with your Lordship, as well as those in writing, both public and private, which I had since received, precluded the possibility of a doubt of the entire sincerity of Her Majesty's Government to cultivate the most friendly relations with Spain. I had lately had an opportunity of publicly expressing the personal sentiments of the Queen my mistress towards Her Catholic Majesty, and I could assure his Excellency that in doing so I had not been merely complying with an empty form, but faithfully stating the real sentiments of my Sovereign.

England, in fact, whether viewing the question as one of European or commercial policy, could not possibly have any interest at variance with the independence, the prosperity, and, consequently, the honour and good name of Spain.

It was, therefore, as his Excellency might well believe, peculiarly painful to me to be compelled to enter upon the discussion of a matter deeply affecting the friendly relations which Her Majesty's Government were so desirous of fostering, but which, so long as it remained in its present unsatisfactory position, must render abortive their best efforts to bring the national feelings between the two countries into harmony with their wishes—I

* No. 196. † No. 197.

meant the non-execution of our Treaties with Spain for the extinction of the Slave Trade. Giving all credit to the sincerity of the desire of the Spanish Government at once to fulfil their engagements towards Great Britain, and to reap the honour of dealing a death-blow to a Traffic which cannot but be odious to the immense majority of a free and generous nation such as Spain, it was nevertheless notorious that those Treaties are not executed; and I held in my hand letters from Her Majesty's Consular Agents in Cuba, which proved but too clearly that the Traffic in Slaves was still vigorously and successfully carried on in that island. It was difficult, I added, to persuade the British nation or Europe, that what has been accomplished by Brazil cannot be accomplished by the much superior means at the disposal of the Spanish Government.

Señor Collantes replied, that although he could not but feel inexpressibly pained at the reproaches of which the Spanish Government had been the object in regard to this matter (for what severer reproach could be addressed to an honourable nation than that of bad faith in its engagements ?), he was not surprised at the language I now held to him. Nearly the same expressions had been made use of to him by a distinguished member of the British Cabinet, Lord Granville, who recently visited Madrid; and he could easily understand the position of the British Government and the feelings of the English nation in regard to this matter, although he must repeat that, when it came to be calmly looked into, it would be found that great injustice had been done to Spain. Her motives had been misapprehended; for of this he could assure me, had Spain found either that the execution of a Treaty engagement was an impossibility, or one which paramount political considerations rendered it necessary for her to decline, she would have taken the straightforward means of delivering herself from it which international law sanctions, and never have condescended to have recourse to the evasion of a Treaty which was distasteful to her, as a means of reducing it to a dead letter. This would be a course, I must allow him to say, inconsistent with the spirit of Castilian honour, which was not extinct in this nation, and a departure from which would call down its reprobation. But the truth was, that Spain neither designed to depart from her Treaty engagements, nor despaired of giving them the fullest execution, no matter what difficulties were thrown in her way, or to what obloquy she was exposed on the part of those who were unacquainted with the real circumstances of the case.

Spain had made efforts for the extinction of the Slave Trade, as he would prove to me by documentary evidence, and would continue to do so: but, in the first place, he would remark the difficulties inherent in the subject were not sufficiently appreciated; in the second, the real extent of the existing Traffic, still, he confessed, too large, was greatly exaggerated; and, in the third, the measures taken, and taking, by the Spanish Government to check the evil have not been allowed time to bear their appropriate fruit.

As regarded the difficulties to be overcome, he would mention the exorbitant gains of the Traffic, which impelled adventurers to encounter every risk in carrying it on. As long as Cuba was unprovided with a proper system for the importation of free labourers (a matter of great difficulty), this temptation would subsist. Another obstacle was the persistence of the United States' Government in refusing the right of foreign cruizers to ascertain whether vessels exhibiting their flag were entitled to do so. A third was, he must admit with regret, the want of integrity, in the discharge of their duties, of some of the officials of Spain in Cuba. This was an evil which Spain has inherited from despotism, but which the present Government were determined to root out.

Exaggerations as to the amount of the Traffic were, his Excellency observed, natural enough, because in regard to illegal proceedings clandestinely carried on, there was no means by which the public could control the vague surmises which were sure to circulate. He thought, however, that he should be able to convince me that instead of 10,000, 20,000, or even 30,000 as had been alleged, not more than 5,000 or 6,000 negroes had been landed in Cuba in the course of the past year. Here his Excellency observed that, with much respect for Her Majesty's Consul-General at the Havana, he could not but think that he was in the habit of crediting somewhat too easily ("avec légèreté"), the reports which were brought to him on this subject.

With respect to the measures now being taken or contemplated by the Spanish Government for the purpose of extinguishing the Slave Trade, Señor Collantes said that one of the most essential was the organization of a system of importation of free labourers from India. This had hitherto been a matter of difficulty, because it was found that the principles and habits of these people differed so essentially from those of the inhabitants of the Island of Cuba,—which, his Excellency observed, enjoyed the blessings of the Christian religion,—that it required much care to assimilate them to the rest of the population. He trusted, however, that means would be found to render their labour available, and thus to diminish the profits of the slaver. Another was the searching inquiry into

the conduct of the Spanish officials instituted by the Captain-General of Cuba, and the severe and immediate punishment of such of them as had been concerned in, or had connived at, the Slave Trade. He thought he should be able to convince me at a future interview, when he would communicate to me some despatches from Marshal Serrano, that the Spanish Government have not been remiss in this respect, as I would perceive that many, and some very high, officials had been summarily dismissed.

I here took the opportunity of saying that it was highly gratifying to me to be able to call his Excellency's attention to conduct on the part of a Spanish officer of high rank, eminently the reverse of that which his Excellency had so justly stigmatized. I alluded to the loyal and faithful observance of his duty by Brigadier Letona, the Lieutenant-Governor of Santiago de Cuba, which, I had received your Lordship's instructions to say, was highly appreciated by Her Majesty's Government.

His Excellency said he was acquainted with this gentleman, and seemed gratified by the favourable mention of his services.

Señor Calderon Collantes concluded our interview, which was interrupted by the necessity of his Excellency's attendance on the Queen, by saying that he would renew our conversation on this subject at an early period, and communicate to me several Reports from Marshal Serrano, which he had lately received, and other documents which he trusted would do much to vindicate the good faith and sincerity of the Spanish Government in their efforts finally to suppress the Slave Trade.

No. 143.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, September* 13, 1861.

I HAVE received your despatch of the 25th of August, and I have read with great interest the account of your conversation with the Spanish Minister of Foreign Affairs on the subject of the Cuban Slave Trade.

Her Majesty's Government are quite willing to admit that there are difficulties arising from various causes in the way of the entire extinction of this odious Traffic. Still, the facts remain. Other nations have, like Spain, made Treaties for the suppression of the Slave Trade, and have been able to effect their object, whilst Spain has not done so.

Her Majesty's Government cannot doubt that a sufficient number of cruizers on the coast of Cuba, with directions to sweep the bays and search the creeks, would soon render the Slave Trade unprofitable to those who make nothing but profit by pursuing it.

I am, &c.

(Signed) RUSSELL.

No. 144.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, October* 9, 1861.

WITH reference to my despatch of the 10th of August last, I transmit to you herewith, copies of further despatches from Mr. Crawford, Her Majesty's Consul-General at the Havana, relative to the Slave Trade in the Island of Cuba.*

I am, &c.

(Signed) RUSSELL.

No. 145.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, November* 12, 1861.

I TRANSMIT to you herewith copies of a despatch and its inclosures from Mr. Crawford, Her Majesty's Commissary Judge in the Mixed Commission Court at Havana,† containing a Report upon the Cuban Slave Trade during the twelve months ended the 30th of September last.

I have to instruct you to address a note to the Spanish Government embodying the

* Nos. 189, 190, and 191. † Class A, No. 14.

substance of this Report, and in doing so you will state that you are instructed to call the serious attention of the Government of Her Catholic Majesty to the state of things represented by Mr. Crawford.

It would appear from Mr. Crawford's Report that nearly 18,000 slaves are known to have been landed in Cuba within the last twelve months, and if to this are added the numbers of Africans captured within the same period by the British and American squadrons in slave-vessels destined for Cuba, there will have been at the lowest computation not less than from 25,000 to 30,000 embarked from Africa for the employ of the Cuban market within the short space of one year. This number would have been very considerably augmented but for the captures made by the English and United States' cruizers, of vessels fitted out for, and destined to be employed in, the Cuban Slave Traffic.

Her Majesty's Government are glad to perceive from Mr. Crawford's reports that the Spanish cruizers and local authorities have succeeded in rescuing about 3,400 negroes from slavery; and they readily acknowledge the efforts which the present Captain-General of Cuba appears to be making to carry out the declared intentions of his Government in regard to the prevention of the introduction of slaves into Cuba. Her Majesty's Government doubt not that the Government of Her Catholic Majesty will duly weigh the opinions expressed by the Captain-General as to the expediency of declaring the Slave Trade to be piracy, and of devising some enactments by which slaves suspected to be recently imported into Cuba may be seized, in whatever part of the island they may be found, and on due proof liberated from the state of servitude in which they may be held.

It will not escape the wisdom of the Spanish Government that such measures as have occurred to the Captain-General would, if vigorously enforced, contribute greatly to the extinction of foreign Slave Trade in Cuba; and Her Catholic Majesty's Government would not only have the satisfaction of having been able to apply a simple remedy to an evil of which it candidly admits the existence, but would also by so doing remove a constant topic of discussion of a most painful character with the British Government.

You may give a copy of this despatch to M. Calderon Collantes.

I am, &c.
(Signed) RUSSELL.

No. 146.

Earl Russell to Sir J. Crampton.

Sir, *Foreign Office, November* 12, 1861.

I INCLOSE, for your informatiou, a copy of a despatch from Mr. Crawford, Her Majesty's Consul-General at the Havana,* reporting the capture, by Her Catholic Majesty's war-steamer "Neptuno," of the slave-vessel "*Toccoa*," with upwards of 600 slaves on board.

I am, &c.
(Signed) RUSSELL.

No. 147.

Earl Russell to Sir J. Crampton.

(Extract.) *Foreign Office, November* 28, 1861.

WITH reference to the fears entertained by the Liberian Government, that an attack would be made on Monrovia by a Spanish naval force, on account of the seizure of a Spanish slave-vessel in the Gallinas river by the Liberian gun-boat "Quail," I now inclose, for your information, the undermentioned papers relating to this case, viz. :—

Copies of a letter and its inclosure from Commander Smith, of Her Majesty's ship "Torch,"† reporting his having seized and destroyed in the Gallinas river, a schooner equipped for the Slave Trade, supposed to be Spanish, but without name, papers, or colours, to denote her nationality.

Copies of a despatch and its inclosures from the Governor of Sierra Leone,‡ reporting the particulars of the attack recently made by a Spanish gun-boat on the Liberian schooner "Quail" in the waters of Monrovia.

Whatever may have been the merits of this case in the first instance, as depending upon the question whether the place where the Liberian cruizer detained the Spanish

* No. 194. † Class A, No. 80. ‡ No. 36.

slaver was, or was not, within the limits of the Liberian territory, such a question, if the Spanish authorities felt aggrieved at the seizure, might properly, in the first instance, have formed the subject of representation to the Liberian Government, and if the Spanish Government were not satisfied that the Liberian Government rightly possessed the territory claimed by them, a demand for redress might have followed.

But the conduct of the Commander of the Spanish gun-boat in entering the waters of Monrovia under the guise of friendship, and deliberately opening fire upon a Liberian vessel, without, as far as Her Majesty's Government is aware, any communication with the officer in command, any warning to the Liberian authorities, or any attempt to procure redress by negotiation, is a proceeding so utterly at variance with the usages of civilized nations, that Her Majesty's Government cannot for a moment doubt that the Government of Her Catholic Majesty will disavow and disapprove the proceedings of their officer.

I have to instruct you to embody the substance of this despatch in a note to the Spanish Government.

No. 148.

Sir J. Crampton to Earl Russell.—(*Received December* 22.)

My Lord, *Madrid, December* 10, 1861.

I HAVE the honour to inclose the copy of a note which, in obedience to the instructions contained in your Lordship's despatch of the 12th ultimo, I have addressed to the Spanish Minister for Foreign Affairs, embodying the substance of Mr. Crawford's Annual Report to your Lordship upon the Cuban Slave Trade.

Availing myself of your Lordship's permission to that effect, I have communicated a copy and translation of your Lordship's above-mentioned despatch to Señor Calderon Collantes.

I have, &c.
(Signed) JOHN F. CRAMPTON.

Inclosure in No. 148.

Sir J. Crampton to Señor Collantes.

M. le Ministre, *Madrid, December* 10, 1861.

A REPORT has been received by Her Majesty's Government from Mr. Crawford, Her Majesty's Commissary Judge in the Mixed Commission Court at Havana, upon the Cuban Slave Trade during the twelve months ended the 30th of September last.

I am instructed by Her Majesty's Government to communicate to your Excellency the substance of this Report, and in doing so to call the serious attention of Her Catholic Majesty's Government to the state of things represented by Mr. Crawford.

It would appear from Mr. Crawford's Report that the Slave Trade has been carried on during the last year with the same activity as it has been for several previous years, and that nothing which has yet been done has prevented slave-traders from launching into fresh adventures in the prosecution of their detestable Traffic, as your Excellency will perceive by a glance at the Tabular Statement which I have the honour to lay before you herewith, of the number of slaves landed, and the proportion thereof captured by the Spanish cruizers and Spanish local authorities during the year.

Your Excellency will perceive that the number landed is 17,973, and the number captured 3,401 ; adding to this one-third (5,991), as has been customary, we obtain a total of no less than 23,964 as the computed amount of the importation.

Your Excellency will not fail to notice that although by far the greater number of the Bozal negroes captured have been taken by Her Catholic Majesty's cruizers, viz., 2,866, the Spanish local authorities have succeeded in capturing 535 only, and it is Mr. Crawford's opinion that, by the continued exercise of the same vigilance on the part of the Spanish naval officers, and by the increase of the number of vessels of a small draft of water, a serious check would be given to the Traffic.

I have much satisfaction in adverting to the statement by Mr. Crawford of his conviction that his Excellency the Captain-General of Cuba is animated by the most sincere desire to put an end to the Slave Trade, and to compel the observance of the existing Treaty with Her Majesty's Government for its suppression ; but Mr. Crawford adds his

regret—and this is a point to which I am particularly instructed to draw your Excellency's attention—that the present state of the Spanish penal laws on this subject does not practically enable the authorities to reach the root of the evil. These laws, it appears, forbid any interference with the slave-traders after they may have succeeded in getting their recently imported cargoes of slaves conveyed to any estate or inhabited property, thus presenting a complete obstruction to the efficient action of the best-intentioned officers of the Spanish Government for the extirpation of the Slave Trade.

The Captain-General being precluded by these enactments from seizing the illegally imported negroes, or taking them from any property or plantation, it is found, as Mr. Crawford states, extremely difficult to obtain sufficient legal proof of the guilt of the parties concerned to ensure their conviction before the only tribunals to which such offenders are amenable.

The vessels fitted out for the Slave Trade have, Mr. Crawford further states, for some time past sailed under the flag of the United States. The greater part of them have been bought in that country, and have proceeded from thence to the Coast of Africa, and he describes the various devices which are had recourse to in order to exempt them from seizure by the cruizers. When boarded, and the nature of their equipment excites suspicion, they allege that they are whalers, and that the extra number of boilers and casks which they carry are destined to reduce the blubber and to receive the oil. It is well known, however, that they are waiting for a favourable opportunity to take in slaves for the Cuban market, almost the only one which now remains open to them. When captured their flag and papers have usually disappeared, and they then bear no national character whatever.

The Captain-General has, it appears, several times expressed his opinion to Mr. Crawford that the best means of putting down the Slave Trade would be to declare it piracy, and to subject the masters, crews, and all concerned in the navigation of slavers to martial law; and Her Majesty's Government entirely concurring in the soundness of this suggestion, the adoption of which has been found most efficacious in other instances, trust that it will receive the best consideration of the Spanish Government.

I have the honour of inclosing herewith a list, furnished by Mr. Crawford to Her Majesty's Government, of the vessels reported to have sailed from Cuba to be employed in the Slave Trade since the 1st October last year, all of which it appears were, with two exceptions, under the United States' colours.

I beg to add the translation of a despatch addressed to myself by Lord Russell on this subject, a copy of which I am permitted to place in your Excellency's hands.

I avail, &c.

(Signed) JOHN F. CRAMPTON.

No. 149.

Sir J. Crampton to Earl Russell.—(Received December 22.)

My Lord, *Madrid, December 17, 1861.*

I HAVE the honour to inclose the copy of a note which I have addressed to the Spanish Minister for Foreign Affairs, upon the subject of the destruction at Gallinas of a Spanish slaver by Her Majesty's ship "Torch," and the attack of a Spanish gun-boat on the Liberian schooner "Quail," at Monrovia.

I have, &c.

(Signed) JOHN F. CRAMPTON.

Inclosure in No. 149.

Sir J. Crampton to Señor Collantes.

(Extract.) *Madrid, December 11, 1861.*

WITH reference to the events which gave rise to the attack by a Spanish gun-boat on the Liberian war-schooner "Quail," which took place in the harbour of Monrovia on the 11th of September last, and to the fears entertained by the Liberian Government that an attack would be made on Monrovia by a Spanish naval force, in consequence of the seizure of a Spanish vessel in the Gallinas river by the "Quail," and its subsequent destruction by Her Majesty's ship "Torch," I have been furnished by Her Majesty's Government with the undermentioned papers relating to this case, which I have the honour of now transmitting to your Excellency in copy:—

Copies of a letter and its inclosure from Commander Smith, of Her Majesty's ship "Torch," reporting his having seized and destroyed in the Gallinas river a schooner equipped for the Slave Trade, supposed to be Spanish, but without name, papers, or colours, to denote her nationality.

Copies of a despatch and its inclosures from the Governor of Sierra Leone, reporting the particulars of the attack recently made by a Spanish gun-boat on the Liberian schooner "Quail" in the waters of Monrovia.

Whatever may have been the merits of this case in the first instance, depending upon the question whether the place where the Liberian schooner detained the Spanish slaver was or was not within the limits of the Liberian territory, it is the opinion of Her Majesty's Government that such a question, if the Spanish authorities felt aggrieved at the seizure, might properly in the first instance have formed the subject of representation to the Liberian Government, and if the Spanish Government were not satisfied that the Liberian Government rightly possessed the territory claimed by them, a demand for redress might have followed.

But the conduct of the Commander of the Spanish gun-boat in entering the waters of Monrovia under the guise of friendship, and deliberately opening fire upon a Liberian vessel, without, as far as Her Majesty's Government is aware, any communication with the officer in command, any warning to the Liberian authorities, or any attempt to procure redress by negotiation, appears to Her Majesty's Government to be a proceeding so utterly at variance with the usages of civilized nations that Her Majesty's Government cannot for a moment doubt that the Government of Her Catholic Majesty will disavow and disapprove of the proceeding of their officer.

SPAIN. (*Consular*)—*Barcelona.*

No. 150.

Consul Baker to Lord J. Russell.—(*Received August* 5.)

My Lord, *Barcelona, July* 31, 1861.

A REPORT having reached me respecting the suspicious nature of the voyage undertaken recently by a Spanish barque that left this port on the 7th instant, I endeavoured to obtain some information regarding her, and have in consequence ascertained that even by public rumour she is supposed to be intended for the Slave Trade on the coast of Africa, her new owner, Señor Mas (*a*) Pigat, a passenger in her, having only recently returned from the coast of Africa.

The vessel was formerly called the "*Josefa*," subsequently the "*Jacinta*," and is now the "*Maria*," Juan Magimon, master. She was cleared ostensibly for Vera Cruz on the 7th of July, with a crew of sixteen, and nine passengers, all seamen, carpenter and workmen. The cargo and provisions, as declared at the Custom-house for Vera Cruz, appear to be:—

100 empty pipes for water.
68 sacks white beans.
4 quarter-casks vinegar.
37 bags Indian corn meal.
50 quintals cod fish.
85 sacks rice.
2 half-pipes common red wine.
3 pipes brandy.
60 jars olive oil.
1 box with 3,000 cigars.
3 ditto with 18,300 ditto.
2 ditto with 12,500 ditto.
114 small packages with leaf tobacco.
1 box with 1,000 cigars.
3 ditto with 62,950 ditto, in 300 small boxes.

The vessel, by no means of modern construction, has been much repaired here lately, a new cutwater being attached to her bow, and her yards being considerably lengthened to admit of carrying a press of canvass. She has a white streak, but otherwise no very striking features by which to distinguish her.

I have, &c.
(Signed) JAMES BAKER.

No. 151.

Mr. Layard to Consul Baker.

Sir, *Foreign Office, August* 19, 1861.

I AM directed by Earl Russell to transmit to you the accompanying copy of a letter from Commander Bedingfeld, of Her Majesty's ship "Prometheus,"* reporting his having captured the Spanish schooner "*Jacinta*," on the 27th of May last, off Londano, equipped for the Slave Trade; and I am to desire that you will endeavour to ascertain who are the parties that owned this vessel or were otherwise engaged in this Slave Trade speculation.

I am, &c.
(Signed) A. H. LAYARD.

No. 152.

Consul Baker to Earl Russell.—(*Received September* 23.)

My Lord, *Barcelona, September* 18, 1861.

I HAVE the honour to acknowledge the receipt of despatch from the Foreign Office dated the 19th August, directing me to endeavour to ascertain who were the parties

* Class A, No. 85.

connected with the Spanish schooner "*Jacinta*," captured off Londano in May last, and reported to belong to this port.

In reply, I beg leave to state that, although I have caused strict inquiry to be made into the matter, it does not appear that any vessel under that name, and with the particular rig described in the despatch of Captain Bedingfeld, of Her Majesty's ship "Prometheus," has sailed from this port for the coast of Africa, or any other place.

I have, &c.

(Signed) JAMES BAKER.

SPAIN. (*Consular*)—*Bilbao.*

No. 153.

Consul Brackenbury to Earl Russell.—(*Received October* 22.)

My Lord, *Vigo, October* 16, 1861.

ON the 10th of September, 1860, I had the honour to address a despatch to your Lordship on the subject of the Spanish steamer "*Quevedo,*" of her having been at that time detained here on her arrival from Campeachy, and of her having landed a cargo of slaves on the Island of Cuba in the month of May.

I must beg your Lordship to allow me to follow up the history of events as regards that vessel.

Firstly, in confirmation of my former despatch above alluded to, that the "*Quevedo*" had been engaged in the Slave Trade, I then stated to your Lordship that she had been searched by the Naval Commandant, and nothing found on board beyond the Campeachy wood.

The intended visit had been notified, and the manacles for the slaves, and two guns which were on board, had been taken out the vessel during the night, and sunk.

In the month of December of last year the "*Quevedo*" was apparently sold at this port to Don Andres Isasé, of Bilbao, and Señor Don Mariano Perez was the agent employed, and became the consignee of the "*Quevedo,*" whose name was changed to "*Salvador.*"

Being personally acquainted with Señor Don Mariano Perez, I asked him what was intended to be done with the "*Salvador,*" and he replied she was to go from this to Bilbao, thence to Liverpool to be refitted, and would then be employed in the line between Liverpool, Bilbao, and the successive Spanish ports in the Atlantic and Mediterranean.

On the 22nd January last the "*Quevedo,*" alias "*Salvador,*" sailed from this, but instead of proceeding to Bilbao, as stated, I am told she went direct to the coast of Africa, took on board immediately on her arrival 1,200 negroes, which she successfully landed at Point Maysi, in the Island of Cuba, and thence proceeded to Campeachy.

Two seamen who went in the "*Salvador*" have returned with their ill-gained profits to their homes in this Province, and as matters of that kind are no secret here, their success is publicly known.

In conformity with the instructions contained in the circular despatch of the 2nd of May last, I beg to inform your Lordship that I have forwarded a copy of this despatch to Her Majesty's Minister at Madrid.

I have, &c.

(Signed) W. CONGREVE C. BRACKENBURY.

SPAIN. (*Consular*)—*Havana.*

No. 154.

Consul-General Crawford to Lord J. Russell.—(*Received January* 1, 1861.)

(Extract.) *Havana, December* 5, 1860.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 29th ultimo.

The recent most glaring infractions of the Law and of the existing Treaty for extinction of the Slave Trade which have taken place in the Jurisdiction of Trinidad, committed by some of the most notorious slave-traders, having attracted much of the public attention, his Excellency, when the circumstances were brought under his notice by the Vice-Consul Acting Consul-General in my absence, at once removed the Lieutenant-Governors, and promised to supersede all the other officers who were aiding in said infractions.

It has since become known that the slave-traders, owners of those expeditions, had imposed on the Governors Espinar and the Marquis de Torremegia, by misrepresenting to them that they had General Serrano's concurrence in landing said slaves, thereby inducing those officers to shut their eyes to what took place.

I therefore deemed it my duty to acquaint the General of this scandalous proceeding. At the same time I had to complain that his Excellency had not fulfilled his promise of removing the other officials, and your Lordship will observe that I had again to bring under the Captain-General's notice the landings of slaves which have been effected at the Isle of Pines, to acquaint him that another cargo is looked for there, and to advise him of the arrangements which have been entered into for the safe landing of an expedition at La Teja.

There is in fact, my Lord, no obstacle to the disembarkation of slaves anywhere in the island. The only consideration for the trader now is, where it can be done cheapest, and safest also after the landing has been effected until they can be sold; because of late the owners of some estates to which newly landed slaves have been taken for their immediate protection (under that clause in the penal law which forbids Bozals being seized after they are within the boundary lines of any property), have refused to give them up to the importers, but have claimed them as belonging to themselves; unless the importers submit to such charges as they have thought fit to impose for harbouring and protecting them from seizure at the time of landing.

I regret to add that the outfitting of vessels here, and elsewhere in Cuba and in the United States, for the purpose of slave-trading, goes on as actively and on as great a scale as has been the case for a long period, and that I see no prospect of its being checked or put a stop to.

Inclosure in No. 154.

Consul-General Crawford to the Captain-General of Cuba.

Havana, November 29, 1860.

WITH reference to the Acting Consul-General's communication addressed to your Excellency on the 3rd instant, relative to the landing of a cargo of slaves in the jurisdiction of Trinidad, I regret exceedingly to be obliged to state to your Excellency that two more cargoes of Bozal negroes have been landed there, making three in all, belonging to the same parties, who it is currently said and believed, at Trinidad, invoked your Excellency's name in order to deceive the Lieutenant-Governor, the Brigadier Espinar, and the Brigadier Torremegia, most assuredly without any authority from your Excellency for their so doing.

I am credibly informed that excepting the two officers above-mentioned who were so deceived by the owners of the said expeditions, none of the others who took part in these infractions of the law and of the Treaty had been removed by your Excellency up to the 26th instant, and consequently they are still in office, and probably ready to co-operate with the same parties, connive with them for the safe landing of a fourth cargo which is expected by them in the same district.

With reference also to the denouncement made by the Vice-Consul, Acting-Consul General, to your Excellency on the 1st instant, as to the landing of a cargo of slaves at the Isle of Pines, I am enabled to state that said landing was effected at Rio Nuevas in said island, that the slaves were taken to the estate called "the Manigua," where they are being taught a few words in the Spanish language, and are being brought to Batabanó in small lots on board the steamer "*Cubano.*"

I have besides to acquaint your Excellency that more slaves are soon to arrive from Africa, probably to be landed at the same place in the Isle of Pines, as they belong to the same owners as those already disembarked.

It is also my disagreeable duty to acquaint your Excellency that I have information of a cargo which is expected soon to arrive at La Teja, respecting which the arrangements have been made with one of the Capitanes de Partido, and that the slaves will probably be taken to the estate called "the Isabel" at La Teja.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 155.

Consul-General Crawford to Lord J. Russell.—(*Received January* 1, 1861.)

My Lord, *Havana, December* 6, 1860.

I HAVE the honour of reporting to your Lordship that the American brigantine "*Falmouth*," 108 tons, has cleared out at this port for San José de la Mina; and the American brigantine "*Huntress*," 180 tons, cleared out for Key West, as well as the American schooner "*Express*," 90 tons, have, I understand, been sold at this port to be engaged in the Slave Trade.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 156.

Consul-General Crawford to Lord J. Russell.—(*Received January* 1, 1861.)

My Lord, *Havana, December* 7, 1860.

I HAVE this morning received advice from the Vice-Consul at Cardenas, to the effect that the cargo of slaves which I had notified the Captain-General was expected in that district, has arrived and has been safely landed at La Teja.

The vessel, an American brigantine, made her appearance off Cayo Piedras near Cardenas, and a coasting schooner belonging to Don Francisco Rosell was sent out to her from Cardenas on the 1st instant. The slaves 450 in number, were transferred from the brigantine to the schooner, and were landed at La Teja from the cutter vessel on the Valdivieso estate called "the Aurora."

The Vice-Consul informs me, under date 4th, that the Governor of Cardenas was taking steps to catch the guilty parties, and had himself gone to La Teja on that service; but your Lordship will at once comprehend that he would be too late to effect his purpose.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 157.

Consul General Crawford to Lord J. Russell.—(*Received January* 7, 1861.)

My Lord, *Havana, December* 14, 1860.

A SCHOONER, seemingly American-built, arrived off Trinidad on the 4th instant, and ran ashore on one of the cayos; the crew cut away her masts; and intelligence having reached the Lieutenant-Governor, the Conde de Balmaseda, he captured the whole of the slaves, 360 in number.

I have the honour of inclosing herewith to your Lordship a copy of the letter which I addressed to his Excellency the Captain-General upon this occasion, apprising him also that another cargo of slaves is expected to arrive shortly in the same district.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 157.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 9, 1860.

I HAVE much pleasure in congratulating your Excellency on the capture of 360 Bozal negroes by the Governor of Trinidad, the Conde de Balmaseda, on the 4th instant, which doubtless was the cargo of slaves of whose arrival I had intelligence and reported to your Excellency on the 29th ultimo.

I now hasten to acquaint your Excellency that another cargo of Africans is expected to arrive in the same district of Trinidad, and I hope that your Excellency will apprise the Conde de Balmaseda so as that he may be prepared to intercept them. I learn that the said cargo will consist of about 600.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 158.

Consul-General Crawford to Lord J. Russell.—(*Received January* 7, 1861.)

My Lord, *Havana, December* 15, 1860.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General on the 10th instant, embodying certain information which I received that morning from Mr. Consul Forbes, of St. Jago de Cuba, respecting a suspicious steamer, supposed to have been a slaver, which was seen from that place on the 1st instant, and it is believed is one of a number which, it is said, have been purchased for slave-trading by an Association which is represented at Santiago de Cuba by the French firm of Ducouran and Co., with a branch at Guantánamo, others there and in this city being interested, the arrangements for which were made by a certain Don Antonio Cuervo Arango.

This again, my Lord, is a new organization for carrying on the Slave Trade by means of steamers, and goes to show that there is no want of enterprise amongst that description of demoralized capitalists who are attracted by the enormous profits, when they think they have been able to effect certain arrangements which Don Ramon Cuervo Arango, it is said, boasts he has concluded with influential authorities here, said Arango having had the management of that branch of this new Association's business.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 158.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 10, 1860.

I HAVE the honour of acquainting your Excellency that I have received intelligence from St. Jago de Cuba, that, on the 1st instant, a steamer, of a very suspicious appearance, passed that port in an easterly direction, and that the same steamer was met with in the afternoon of the same day at some distance to windward of St. Jago. I have to state to your Excellency that it is somewhat extraordinary the said steamer was not signalled when off that port, as is usual, which induces the belief that the people at the signal-station are in connivance with the parties interested in said steamer, which it is strongly suspected is a slaver that had been unable to land her cargo of negroes to the westward of St. Jago, and was proceeding elsewhere for that purpose.

I am informed, moreover, that the steamer seen from St. Jago is the first of a series expected to arrive with slaves on the coast of this island, the agents for which are Messrs. Ducouran and Co., a French firm at the city of St. Jago, which has a branch establishment at Guantánamo, with other parties interested in Cuba and in this city of Havana, who have established themselves for the purpose of carrying on the Slave Trade on a large scale, the whole of the arrangements having been conducted by a certain Don Ramon Cuervo Arango.

I have also to notice to your Excellency the fact, that although the suspicious slaver alluded to appeared off St. Jago when there were two of Her Catholic Majesty's war-steamers in that port, viz., the "Bazan" and the "Juan de Austria," neither of them was sent out to ascertain the character of the strange vessel; but I learn that the Brigadier-Governor Letona had issued the strictest orders with regard to this occurrence to all the officers under him, with a view to prevent any landing of slaves in his jurisdiction; and I hasten to give your Excellency this information for such purposes as may be deemed necessary to warn the officers of other districts on the north side of this island.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 159.

Consul-General Crawford to Lord J. Russell.—(*Received January* 7, 1861.)

My Lord, *Havana, December* 15, 1860.

HIS Excellency the Captain-General has notified me that he has authorized the clearance, for the coast of Africa, of the American barque "*Alexina*," Lambert, master,* which it is probable is intended for slave-trading; and I understand there are several more vessels now in this harbour which are soon to be dispatched for the same purpose.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 160.

Consul-General Crawford to Lord J. Russell.—(*Received January* 14, 1861.)

My Lord, *Havana, December* 22, 1860.

I HAVE the honour of reporting to your Lordship that the American barque "*Mary J. Kimball*," 398 tons, Mc Clelland master, cleared on the 20th instant for San Thomé, and sailed yesterday on a slave-trading voyage, which has, however, been brought to a rapid conclusion by the United States' steam gun-boat "Mohawk," Commander Craven, who followed the "*Mary J. Kimball*" out of port, and having overhauled her, has no doubt found her equipped for the Slave Trade, as both vessels were last seen proceeding in the direction of Key West.

I have, &c.

(Signed) JOS. T. CRAWFORD

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* 245 tons; cleared 1st instant, for River Zaire.

No. 161.

Consul-General Crawford to Lord J. Russell.—(*Received January* 31, 1861.)

My Lord, *Havana, December* 26, 1860.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 23rd ultimo, transmitting for my information copies of letters which your Lordship had received through the Board of Admiralty, from Rear-Admiral Sir H. Keppel, and Commander Raby, of Her Majesty's ship "Alecto," reporting the capture of a barque supposed to be the "*Esperanza*" or "*Rosetta*," and the "*Constancia*" and "*Manuela*," for being engaged in the Slave Trade.

It affords me great satisfaction to recognize in the "*Manuela*" the American ship "*Sunny South*," 702 tons, and in the "*Constancia*" the American ship "*White Cloud*," 284 tons, both from this port, and reckoned very fast sailers.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 162.

Consul-General Crawford to Lord J. Russell.—(*Received January* 31, 1861.)

My Lord, *Havana, December* 27, 1860.

WITH reference to my despatch dated the 22nd instant, reporting the capture of a slaver by Her Catholic Majesty's screw steamer "Isabel Francisca," I have to correct the error in my statement, that the captured ship was the "*Don Juan*," which sailed from hence on the 11th of August last; since it has been ascertained subsequently that such slaver is the "*Montauk*," an American ship which fitted out and sailed from New Bradford; that 916 slaves were found on board alive, of 1,108 which they took in at Kilongo, and are said to be Lucumis.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 163.

Consul-General Crawford to Lord J. Russell.—(*Received January* 31, 1861.)

My Lord, *Havana, December* 28, 1860.

I HAVE the honour of reporting to your Lordship that the American brig "*Tocoa*," 227 tons, cleared from this port, and sailed on the 20th instant for San Paulo de Loanda, and the Spanish schooner "*Diana*," Ros master, cleared and sailed of this date for Canarias and Mogador, part of her cargo being 114 pipes of aguardiente, but which, if examined, would be found to be water.

It is said that the "*Tocoa*" has been detained by the United States' gun-boat "Mohawk," and taken to Key West.

Respecting the "*Diana*" I have not been able to discover anything that affords me the means of describing her. She is not on any shipping list, and has, I understand, several aliases, or other names.

I have also to report to your Lordship that the celebrated American pilot-boat schooner "*Wanderer*" has been sold at this port, and it is said will be dispatched as soon as possible, to be employed in the Slave Trade.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 164.

Consul-General Crawford to Lord J. Russell.—(*Received January* 31, 1861.)

My Lord, *Havana, December* 29, 1860.

WITH reference to my despatch of the 15th instant, and its inclosure, relative to a suspicious steamer which had been seen from the Morro Castle of Santiago de Cuba, I have now the honour to report to your Lordship that said steamer had, previous to her appearance off Santiago, successfully landed her cargo of slaves near to Manzanillo.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 165.

Consul-General Crawford to Lord J. Russell.—(*Received January* 31, 1861.)

(Extract.) *Havana, December* 30, 1860.

I HAVE the honour of reporting to your Lordship that a cargo, consisting of 453 Lucumis, has been landed, and the slaves conveyed to the estate (San Juan de Dios) of Don Francisco Calderon y Kessel, near Jarruco, in the district of Matanzas, where they were sold at an average of about 1,200 dollars each, being fine strong healthy negroes of a favourite nation.

I have heard that a cargo of slaves, 400 in number, transhipped at the Isla de Mugeres, has been landed here by coasters, and it is rumoured another cargo has been safely landed near Bahia Honda.

The waters around the island appear to be full of slaving expeditions, whether setting out or returning, and this disgraceful and inhuman Traffic is being carried on to an extent unheard of even before the existence of the Treaties entered into for its suppression, which seem now to be entirely disregarded.

No. 166.

Consul-General Crawford to Lord J. Russell.—(*Received March* 1.)

My Lord, *Havana, January* 28, 1861.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 10th ultimo, relating to a steamer which appeared off the Morro Castle of Santiago de Cuba on the 1st of that month; and the copy of a letter which I addressed to his Excellency on the 4th instant, complaining of the landing of a cargo of slaves near Manzanillo, which I had ascertained had been effected by the steamer referred to in my previous communication; also, of the landing of 400 slaves which were brought here from the Isla de Mugeres by fishing-smacks and coasters, into which they were transshipped from on board the slaver-vessel that had brought them from Africa; of the landing of 453 Bozals, which took place near Jarruco; of a landing which, it was reported, had taken place near Bahia Honda, but wanted confirmation; and, lastly, of the landing of 550 slaves at Puerto del Padre, on the north side of this island, some time between the 16th and 20th ultimo.

All these infractions I have now to confirm to your Lordship as having taken place, excepting that reported near Bahia Honda, which was unfounded. But circumstances having come to my knowledge, in connection with the landing effected at Puerto del Padre, which involve a question of violation of a British possession by the slave-traders from this island, I deemed it my duty to address his Excellency General Serrano on this important subject, and I have the honour of inclosing herewith to your Lordship a copy of my letter, as well as a translation of the answer which I received from his Excellency, which takes no notice whatever of the more serious part of my complaint, the violation of the British territory.

I have transmitted a copy of my letter to the Captain-General of Cuba, to Her Majesty's Governor of the Bahamas, and I beg leave herewith to inclose to your Lordship a copy of my despatch to Governor Bayley, asking for information on this subject.

In the meantime, I have to state to your Lordship that, from the master of a vessel belonging to Nassau, New Providence, which arrived here this morning, I learn that the facts as complained of by me to the Captain-General are correct; and I understand that,

on the wreckers returning to Nassau after they had carried the slavers and the negroes in safety to Lobos, they gave information, and, from what I have been informed by said master, the wreckers' declarations had been taken, so I may soon expect to receive a full and exact statement of what took place.

I beg leave to acquaint your Lordship that I shall, by the earliest opportunity, forward copies of my correspondence with General Serrano on this subject to the Admiral Commander-in-chief on the West India Station.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 166.

Consul-General Crawford to the Captain-General of Cuba.

Havana, December 10, 1860.

I HAVE the honour of acquainting your Excellency that I have received intelligence from St. Jago de Cuba that, on the 1st instant, a steamer of very suspicious appearance passed that port in an easterly direction, and that the same steamer was met with on the afternoon of the same day at some distance to windward of St. Jago.

I have to state to your Excellency that it is somewhat extraordinary the said steamer was not signalled when off that port, as is usual, which induces the belief that the people at the signal-station are in connivance with the parties interested in the said steamer, which, it is strongly suspected, is a slaver that had been unable to land her cargo of negroes to the westward of St. Jago, and was proceeding elsewhere for that purpose.

I am informed, moreover, that the steamer seen from St. Jago is the first of a series expected to arrive with slaves on the coast of this island, the agents for which are Messrs. Ducouran and Co., a French firm at the city of St. Jago, which has a branch establishment at Guantánamo, with other parties interested in Cuba and in this city of Havana, who have established themselves for the purpose of carrying on the Slave Trade on a large scale, the whole of the arrangements having been conducted by a certain Don Ramon Cuervo Arango.

I have also to notice to your Excellency the fact that, although the suspicious steamer alluded to appeared off St. Jago when there were two of Her Catholic Majesty's war-steamers in that port, viz., the "Bazan" and the "Juan de Austria," neither of them was sent out to ascertain the character of the strange vessel; but I learn that the Brigadier Governor Letona had issued the strictest orders, with regard to this occurrence, to all the officers under him, with a view to prevent any landing of slaves in his jurisdiction: and I hasten to give your Excellency this information, for such purposes as may be deemed necessary to warn the officers of other districts on the north side of this island.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 166.

Consul-General Crawford to the Captain-General of Cuba.

Havana, January 4, 1861.

WITH reference to my letter to your Excellency dated the 10th ultimo, respecting a suspicious steamer which had been seen from the port of St. Jago de Cuba, I have now to state to your Excellency that said steamer had, previous to her appearance off Santiago, effected the landing of an extensive cargo of slaves near Manzanillo.

I have learnt, also, that about 400 slaves have been introduced by fishing-smacks and coasting-vessels into this island from Isla Mugeres, or Cosumel, on the coast of Yucatan, where they were transshipped from the slaver which brought them from the coast of Africa.

A cargo, consisting of 453 Bozals of the Lucumi nation, has been landed near Jaruco. They were taken to the estate called San Juan de Dios, and were sold from thence at an average price of 1,200 dollars each.

It has been reported to me (but wants confirmation) that a cargo of African negroes has been landed near Bahia Honda.

And, from the 16th to 20th ultimo, a landing was effected of 550 Bozals at Puerto Padre, on the north side of this island.

Intelligence of all these infractions of the law and of the Treaty for the suppression of the Slave Trade has doubtless reached your Excellency before this, and they would sooner have been reported by me but for a severe indisposition which I have been suffering, and which rendered it impossible for me to address your Excellency for some time past.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 3 in No. 166.

Consul-General Crawford to the Captain-General of Cuba.

Havana, January 18, 1861.

ON the 4th instant I did myself the honour of addressing your Excellency complaining of a number of violations of the law and of the Treaty with Great Britain for the abolition of the Slave Trade, and on that occasion I noticed to your Excellency the landing of 550 slaves at Puerto del Padre, which took place about the 16th to the 20th of last month, but at the date of my said letter I was not fully informed, as I am now, of all the circumstances of this most audacious proceeding, which will very probably involve a very serious discussion between our respective Governments.

The facts which have come to my knowledge are as follows:—

A slave-vessel, having on board an American and also a Spanish captain, when on her voyage from the coast of Africa with a cargo of Bozal negroes on board, which were intended to be landed on this island, was wrecked at the Mucaras shoals, and the crew and slaves, amounting (the latter) to 550, were rescued by some English wreckers, who took them to the British island of Lobos, and there landed them in safety. But it appears that parties in this island, interested in that unlawful expedition, sent from Nuevitas the Spanish coasting brigantine "Antilla," which they chartered for the sum of 5,000 dollars, and 3,000 dollars more which they agreed to pay for some coal which was on board that vessel, and they proceeded to the Island of Lobos, and took from thence the 550 slaves, and carried them to Puerto del Padre, where they were landed, as I understand, without opposition of the local authorities.

I am not aware that there is any civil or military officer of Her Britannic Majesty at the Island of Lobos, but there are certainly inhabitants, subjects of Her Majesty, in charge of the lighthouse there, so that it cannot be considered an uninhabited cay, nor otherwise than a British possession, the abstraction from which of the negroes in question was a most daring aggression, since those negroes were on British territory and under the protection of British law, where slavery cannot exist.

Should this information which I have received turn out to be correct, your Excellency will at once perceive the gravity of the offence, and that it will be my duty to claim the immediate restitution of the negroes to the British Government of the Bahamas, from whence they were taken, as well as full and complete satisfaction for the outrage of the British territory which has been committed.

And in reporting this most disagreeable occurrence to Her Majesty's Government, which I shall do by the earliest opportunity, it will be my duty to state that Her Majesty's Consul at Santiago de Cuba informs me that these infractions of the Treaty are openly conducted by a Spaniard in Havana named Franganillo.

I have no doubt that your Excellency will lose no time in causing an inquiry to be made on this unpleasant subject, and that you will adopt such measures, consequent of the result, as its urgency and importance may call for.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 4 in No. 166.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, January* 21, 1861.

PREVIOUS to receiving your Honour's communication of the 4th instant, referring to the disembarkation of Bozals at Puerto Padre, I had ordered the proper proceedings to be instituted by the Government of the Eastern District; this being done, I remitted it to the Real Audiencia on the 18th, for any further proceedings; but as your Honour's second communication of that date, received subsequently to the passing over said

proceedings, contains data which may be useful in the matter, I have ordered a translation of it, and that it be sent to the Tribunal, so that this denouncement, added to that previously known, may help to throw light on the acts at present subject to the investigation of the judicial authorities.

I shall endeavour, as soon as possible, to inform your Honour of the final determination in this matter.

God preserve, &c. (Signed) FRO. SERRANO.

Inclosure 5 in No. 166.

Consul-General Crawford to the Governor of Bahamas.

Sir, *Havana, January* 19, 1861.

THE recent occurrence at Cay Lobos has been reported to me in the following terms:—

That a slaver having been wrecked on the Mucaras shoals, the crew and 550 negroes were saved by some English wreckers, and landed on Lobos; that a Spanish brigantine, called the "Antilla," was sent from Nuevitas by the slave-traders of this island, and the negroes were taken from Lobos in that vessel, and were safely landed at Puerto del Padre, about the 16th to the 20th ultimo.

The facts, however, must have been communicated to you as they really occurred, but if by any possibility no report has been made to you on this very important subject, I beg leave to submit for your consideration the necessity there is for instituting inquiry and a full investigation of the matter.

In the meantime I have addressed his Excellency the Captain-General, stating to him the intelligence I have received, and I have informed him that if the circumstances turn out to be such as have been reported to me, they will give rise to very grave discussions between our respective Governments; that Great Britain will require the restitution to her Government of the Bahamas of the 550 negroes which were taken from a British possession, where slavery cannot exist; and that fullest satisfaction will be exacted for the outrage committed on that part of Her Majesty's dominions.

I beg the favour of your furnishing me, as soon as possible, with such facts and details as may enable me to deal with this important matter.

I have, &e.

(Signed) JOS. T. CRAWFORD.

No. 167.

Consul-General Crawford to Lord J. Russell.—(Received March 1.)

My Lord, *Havana, January* 29, 1861.

I HAVE the honour of reporting to your Lordship that I have received information from the British Vice-Consul at Cardenas dated the 27th instant, to the effect that "Captain Gallet, of the French ship '*Don Juan*,' with his crew, arrived in that port in a small coasting vessel, having reported his vessel as sunk at some distance from Cardenas amongst the cays;" and the Vice-Consul adds, "I have seen the crew, who all tell a connected story of their being bound to China, that their vessel sprung a leak, and that they were obliged to abandon her when in a sinking condition. It is, however, known here that a successful landing of a large cargo of negroes has been effected from that vessel. Captain Gallet and crew are in charge of an officer and sent to Havana to be placed at the disposition of the Captain-General."

The Vice-Consul further informs me that the American brig "*Cosmopolite*" sailed from Cardenas on the 18th instant, destination not known, but supposed to be intended to be engaged in the Slave Trade.

In connection with the fact of the arrival of the master and crew of the slaver "*Don Juan*," which ship was fitted out at and sailed from this port on the 11th August last, I have to state to your Lordship, from an undoubted source, that her cargo of slaves, 607 in number, were landed on or about the night of the 25th instant at Las Pozas, in the eastern district of Cardenas, being a part of the coast nearest to the anchorage called "The Falcones," at Cayo Bahia de Cadiz.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 168.

Consul-General Crawford to Lord J. Russell.—(*Received March* 1.)

My Lord, *Havana, January* 30, 1861.

I HAVE the honour of acknowledging the receipt of your Lordship's despatch dated the 27th ultimo, which has reference to the Acting Consul-General's despatch of the 26th of June last, acquainting me that Commodore Edmonstone had informed the Lords Commissioners of the Admiralty, with reference to the French screw-steamer supposed to have been the "*François I*" of Marseilles (which it was reported had landed 1,300 slaves near Cardenas), that he has no knowledge of said steamer having been fallen in with by any of Her Majesty's cruizers under his orders.

I have now the honour of stating to your Lordship that I have made diligent inquiry respecting this matter, and I am satisfied that the landing of slaves took place, as reported by the Acting Consul-General; that they were brought by a screw-steamer which showed French colours when chased and fired at twice by Her Catholic Majesty's steam-cruizer the "Conde de Venadito," from which vessel the slaver escaped by her superior speed; but whether the screw was the "*François I,*" or what her name was, nor whether she was in reality French, I have not been able to ascertain.

I have, &c.

(Signed) JOS. J. CRAWFORD.

No. 169.

Consul-General Crawford to Lord J. Russell.—(*Received March* 1.)

My Lord, *Havana, February* 4, 1861.

WITH reference to my despatch dated the 28th ultimo, and its inclosures, relative to the abduction of 550 Bozal negroes from Cayo Lobos, and their subsequently being landed at Puerto del Padre, by the slave-traders from Nuevitas in this island, I have obtained from Commander Hamilton, of Her Majesty's steam-sloop "Hydra," an abstract from the lighthouse keeper's log, which contains a relation of what took place at Cay Lobos, from their discovering the slaver ship on the Labanderas Reef, to the time of the departure of the Spanish brig "Antilla" with the abducted negroes, a copy of which abstract I have now the honour of inclosing herewith to your Lordship.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 169.

Extract from the Log kept at Cay Lobos Lighthouse.

Monday, December 3, 1860.—DISCOVERED a ship on the Lavenderas, with her head to the east, and trying to back off. Saw her lights during the night.

Tuesday, 4th.—Daylight; saw the ship still on shore, and her boat coming towards the cay. At 9·50 A.M., boat came on shore with seven men. They told us that they were from Melbourne, bound to New Orleans, but afterwards said they had people on board, and they must land them on the cay, and asked for the boat, as they only had two, and one of them was stove. Mr. La Motte told them he could not lend it them, but they said they must have it, and took it, as they intended, and put the cargo on shore till they could send them to Cuba. Mr. La Motte asked the captain's name, and ship's name; they said it made no matter.

Wednesday, 5th.—Ship still on the reef, with everything standing, no boats having come on shore since they took our boat.

Thursday, 6th.—At 7 A.M., on looking at the wreck, discovered three boats pulling for the cay, bearing south of the cay. At 12 noon landed; they consisted of captain and crew of the ship. They said they left her at 8 P.M., and had been in the boats all night. They left the boat belonging to the cay at 9 P.M., as they could not tow her. They said we must give them something to eat, as they had not brought anything from the ship, there being too much sea.

Friday, 7th.—At daylight discovered the schooner "Lilley," Smith master, laying on the south-east side of the cay. As soon as she was seen by the men on the cay, they

pulled in their boats to her, and compelled the captain to go to the wreck, and fetch the negroes on shore, which they did by 4 P.M. Landed some 500, and kept charge of the schooner, as they said they were going back the next day. Principal keeper had to give them provisions. They were all armed with revolvers. They had charge of the place altogether, but did not offer to do any harm.

Saturday, 8th.—Crew went to the wreck in the schooner, leaving eight men on the cay to cook for the slaves. At 2·50 saw a small schooner; she came to an anchor on the south-east side of the cay. At 6 P.M. schooner returned from the wreck, and landed 13 slaves, and sails to cover them, the people stopping on board the schooner.

Sunday, 9th.—At 10 A.M., the schooner "Lilley" got underweigh, and stood over to Cuba, the other schooner laying at anchor; I do not know her name yet, she is going to wreck the ship "Amelia."

Monday, 10th.—At 6 A.M. schooner got underweigh, and went to wreck, and did not come back.

Tuesday, 11th.—Schooner still at wreck.

Wednesday, 12th.—Ditto.

Thursday, 13th.—Schooner came back from wreck, and anchored.

Friday, 14th.—At 10 A.M. schooner "Lilley" came back from the wreck, with the captain, and a boat astern of her. They picked her up among the cays, with one man in her. He said he wanted to get to Nassau. They unbent her sails, and hauled her up. At 4 P.M. Mr. Finlay's boat came to anchor, and captain came on shore. Principal keeper gave him letters to take to Nassau, but the captain took them away, and swore he should not go, and retained him from going, and made him go on board.

Saturday, 15th.—Schooner went to wreck, leaving captain on the cay; did not return.

Sunday, 16th.—At 10 A.M., hung the colours from the lighthouse, but the crew came up, and took them down, and swore they would not have it. At 4 P.M. schooner came from wreck.

Monday, 17th.—At 6 A.M. sloop got underweigh, and stood to the wreck, but afterwards backed and stood to northward.

Tuesday, 18th.—At daybreak discovered a brig laying-to off the wreck, and wassoon boarded by the slavers. She had a white flag flying at her main. They came to an anchor, and began to take in at 7 A.M., and at 10 A.M. got underweigh, and stood to the westward, leaving two sick slaves on the beach (since dead). The captain and two of the crew took the boat from the Spaniard they picked up, and went to the south-south-east with her, leaving the man on the beach. He was taken on board the "Lilley," as he said he would go up that night.

Mark on a whale-boat left by them:—"Mitchell & Gabriel, N. B."

The ship got her cargo at Cabenda eighty days before her wreck.

No. 170.

Consul-General Crawford to Lord J. Russell.—(*Received March* 30.)

My Lord, *Havana, March* 1, 1861.

WITH reference to my despatches of the 28th of January and the 4th of February, relative to the affair of Cay Lobos, the Captain-General having referred the matter for investigation to the Royal Audience, a Commission from that tribunal, his Excellency informs me, has been sent, under the direction of the Oidor Don Pedro de Lemonauria, to the Eastern district of the Island on that service, and the Commission has not yet returned to Havana.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 170.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, February* 14, 1861.

ON the 6th instant, and at the request of the Sala Segunda of the Real Audiencia, the Oidor Don Pedro Lemonauria was appointed to proceed to the Eastern Department to institute the necessary proceedings for inquiring into the disembarkation of Bozal negroes,

which is said to have taken place at Puerto Padre, in the jurisdiction of Holguin. That magistrate set out yesterday, being provided with all the assistance he deemed necessary for the better and speedier discharge of the duties entrusted to him.

Which I state to your Honour for your information and the purposes you may deem proper.

God preserve, &c. (Signed) FRO. SERRANO.

Inclosure 2 in No. 170.

Consul-General Crawford to the Captain-General of Cuba.

Havana, February 15, 1861.

WITH reference to my letter dated the 18th ultimo, in which it was my disagreeable duty to complain to your Excellency of what had been reported to me as having taken place at the Isla de Lobos, upon the occasion of the wreck in that neighbourhood of a slave-vessel, the crew and cargo of which were saved by some English wreckers, and landed on Lobos, an island belonging to Her Majesty's dominions of the Bahamas, from whence the cargo, consisting of 550 Bozal negroes, were forcibly abducted and carried to this island by a Spanish brig called the "Antilla," which was sent for that purpose from the port of Nuevitas, such act being contrary to the law of England, and an outrage of the British territory of Bahamas, I have to acquaint your Excellency that I have received despatches from his Excellency the Governor of Bahamas, by which it appears that the facts which I stated to your Excellency are fully confirmed, and that the case having been officially reported by the Governor to Her Majesty's Government, I may very soon expect to receive instructions on this very important and disagreeable subject.

I have, &c.

(Signed) JOS. T. CRAWFORD

Inclosure 3 in No. 170.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, February* 16, 1861.

I HAVE received your Honour's communication of yesterday's date, relative to the introduction of Bozal negroes at Puerto Padre, in the jurisdiction of Holguin; and having had it translated immediately by the Government Interpreter, I transmitted a copy of it to the Illustrious Señor Regente of the Real Audiencia, for the purposes for which it may be useful in the proceedings which are being carried on in the matter of which said communication treats.

God preserve, &c. (Signed) FRO. SERRANO.

No. 171.

Consul-General Crawford to Lord J. Russell.—(Received March 30.)

My Lord, *Havana, March* 3, 1861.

I HAVE the honour of laying before your Lordship the copy of a letter which I yesterday addressed to the Captain-General of Cuba, complaining of a landing of 600 Bozal negroes near the Castle of Xagua, at the mouth of the harbour of Cienfuegos, on the 25th ultimo, with the connivance of the local authorities. And since denouncing that infraction of the law and of the Treaty to his Excellency, I have received from the Vice-Consul at Cienfuegos a corroboration of the fact of the landing, but he does not appear to have been informed of the particulars.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 171.

Consul-General Crawford to the Captain-General of Cuba.

Havana, March 2, 1861.

I HAVE received intelligence, upon which I think I can place reliance, that, on the 25th ultimo, a landing of 600 Bozal negroes was effected near Cienfuegos, at a place within a mile of the Castle of Xagua, with (as I am informed) the knowledge and connivance of the Spanish authorities.

I have not received the official account of this most glaring infraction of the Law and of the Treaty from the British Vice-Consul; but I understand that the vessel from which said Bozals were landed was a brigantine which was seen from the castle two days previous to the landing being effected; that said vessel did not show any colours; that she communicated with the shore by signal, and then a large chalan was sent off to land the slaves, the which chalan (called the "Manzanillo") was allowed to pass the castle outwards, and returned to the shore in the night with the negroes on board, without any interruption of the Governor of the Castle, who desired it to be permitted to pass free.

The Bozals were taken, as I am informed, to the Yngenio la Carolina.

I shall be much obliged for any information your Excellency may have received on this subject.

I have, &c.
(Signed) JOS T. CRAWFORD.

No. 172.

Consul-General Crawford to Lord J. Russell.—(Received March 30.)

My Lord, *Havana, March* 4, 1861.

HAVING received information, from a private source, that a landing of slaves took place near Bahia Honda at the beginning of last month, it was verbally communicated to the Captain-General, who promised to order inquiry; and in due time I received a note from the Secretary, stating the result to have been that nothing could be discovered of such an occurrence having taken place in that district.

Having again seen my informant, he assures me that he had the notice from an eye-witness; that the affair took place on the beach between Bahia Honda and Mariel; that, being in the night, he could not say how many slaves there were, but that there were a great number, and that he was informed they belonged to the nephew of the late Don Joaquin Gomez, to whose estate they were to be taken. I therefore considered it my duty to address his Excellency the Captain-General, in reply to the Secretary's letter; and I beg leave to lay before your Lordship a copy of my letter to General Serrano dated the 2nd instant.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 172.

Consul-General Crawford to the Captain-General of Cuba.

(Translation.) *Havana, March* 2, 1861.

I HAVE the honour of stating to your Excellency, in answer to Don Manuel Gonzalez del Valle's (Government Secretary) private letter of the 1st instant, relative to the landing of a cargo of Bozal negroes which is reported to have taken place on the coast near Bahia Honda about the beginning of last month, that I have not succeeded in obtaining sufficient data to enable me to address your Excellency officially on the subject, the person who communicated the circumstance to me confidentially, and who stated that he was an eye-witness to it, having left this place, having only informed me that the disembarkation took place between Mariel and Cabañas; that the adventure was a large one; and he also stated to me the name of the party interested.

God preserve, &c. (Signed) JOS. T. CRAWFORD.

No. 173.

Consul-General Crawford to Lord J. Russell.—(*Received March* 30.)

My Lord, *Havana, March* 5, 1861.

MR. VICE-CONSUL SMITH has reported to me that a vessel called the "*Thriver*," of Boston, Cook master, sailed from Trinidad about the 10th ultimo, and that he has reason to believe she is bound on a slaving expedition to the River Congo.

The "*Thriver*" is a fore-and-aft schooner, and is fitted to appear as a whaler; she will probably have on board, as passengers, Captains Hathaway and Small, who, I believe, are Americans, and also a Mr. Heyleger, a native of the Danish island of Santa Cruz, but who has resided some years in Jamaica, and passed in this island as an Englishman.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 174.

Consul-General Crawford to Lord J. Russell.—(*Received April* 19.)

My Lord, *Havana, March* 18, 1861.

I HAVE the honour of reporting to your Lordship that the American brigantine "*African*," 193 tons, Lane master, was cleared at this port on the 8th instant for Fernando Po, and sailed on the 12th, apparently for that destination, but no doubt with the view of being subsequently employed in the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 175.

Consul-General Crawford to Lord J. Russell.—(*Received April* 19.)

My Lord, *Havana, March* 27, 1861.

I HAVE the honour of reporting to your Lordship that the American brig "*W. C. Clark*," 277 tons, Dagget master, cleared at this port yesterday for Elmina, and that there is no doubt that said vessel is destined for the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 176.

Consul-General Crawford to Lord J. Russell.—(*Received April* 29.)

(Extract.) *Havana, March* 30, 1861.

I HAVE the honour of laying before your Lordship the copy of a correspondence which I have had with the Captain-General of Cuba, respecting a disembarkation of 800 Bozal negroes, which took place on or about the 9th instant at Puerto del Padre, as well as that it must be inferred another cargo had been run near Guanaja, as a vessel had been burnt at Cayo Cruces.

His Excellency is pleased to express great confidence in the probity and efforts of the Oidor Lemonauria, who was at Las Tunas, near Puerto del Padre, when the landing of the 9th was effected.

I shall be very agreeably disappointed if Señor Serrano's expectations are realized.

The Captain-General alludes to forthcoming measures for the suppression of the Slave Trade, respecting which I shall submit my opinion to your Lordship, as soon as they have been promulgated and come into operation.

Inclosure 1 in No. 176.

Consul-General Crawford to the Captain-General of Cuba.

Havana, March 25, 1861.

IT is my most disagreeable duty to complain to your Excellency of another landing of Bozal negroes, which took place at Puerto del Padre on or about the 9th instant. This

cargo, which was brought by a vessel barque-rigged, consisted of no less than 800. The vessel was in the port until the 14th, when she was set on fire and destroyed. I am informed that there was no opposition made by the authorities to the landing of the slaves, and that they connived at it, the whole proceeding having been conducted in the most shameful manner.

In obedience to the instructions which I have from Her Majesty's Government, I am to remonstrate seriously with your Excellency upon the subject of these so-constantly repeated infractions of the law and of the Treaty, in which not only all the parties interested in these adventures, but those whose duty it is to prevent such scandalous proceedings, and who connive at them, are suffered to go unpunished.

It has been stated to me that this last disembarkation of which I complain actually took place whilst the Oidor Lemonauria, who is investigating the previous scandalous affair at Puerto Padre, was in the immediate neighbourhood.

I have also received certain information that as another vessel has been set on fire and burnt at Cayo Cruces, near the port of Guanaja, it is inferred that her cargo of slaves has been safely landed in that neighbourhood.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 176.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, March* 27, 1861.

I HAVE received your Honour's communication of the 25th instant, referring to the landing of Bozals effected some days ago at Puerto del Padre, in the jurisdiction of Holguin, which affair is under the cognizance of the Oidor Don Pedro Lemonauria, who, as your Honour knows, happened at the time to be in that district conducting the legal proceedings on account of a previous disembarkation, and whose notorious rectitude and honesty, placing him beyond the reach of suspicion, insures the best execution of his commission.

I highly deplore the repetition of such criminal acts as the one which now occupies us, and the other recent one which your Honour mentions in the same letter, and to prevent them I have taken every step which the law allowed me, seconding the views and instructions of Her Majesty's Government.

And so determined am I to put down the abuse, even if it be by extraordinary measures, that your Honour will soon see published Government dispositions of the greatest efficacy, which will leave no doubt to Her Britannic Majesty's Government of the pains which are taken by that of Her Catholic Majesty to fulfil strictly the stipulations of the existing Treaties.

According to the official information I have received of this affair, 49 Bozals belonging to the adventure have, up to the present time, been captured, and I have given the necessary orders to carry out the legal proceedings with energy.

God preserve, &c. (Signed) FRO. SERRANO.

No. 177.

Consul-General Crawford to Lord J. Russell.—(*Received April* 29.)

My Lord, *Havana, March* 30, 1861.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 27th instant, complaining of another landing consisting of 640 slaves, which took place on the 23rd at the Yngenio (estate) Santa Rita de Almeyda, Rancho Veloz, district of Sagua. And as a day or two ago, a vessel, barque-rigged, of about 300 tons was found near the coast to the eastward, without crew, colours, or papers, and towed into this harbour, it is probable that she is a slaver which had successfully landed her cargo. I understand that said derelict was fitted as a whaler (now the dodge of the slave-traders on account of the large boilers and other fittings analogous to those of slavers), that her name is the "*Romulus*," and that she sailed from New York.

The Slave Trade is certainly most flourishing, and those engaged in it seem to carry it on with an increased energy, proportionate to their success and impunity.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 177.

Consul-General Crawford to the Captain-General of Cuba.

Sir, *Havana, March* 27, 1861.

IT has come to my knowledge that early in the morning of the 23rd instant, a cargo consisting of 640 Bozals was landed at the Yngenio Santa Rita de Almeyda, Rancho Veloz, Sagua.

There is no doubt whatever of the truth of this information, and also of the fact that there was no opposition on the part of the local authorities.

I have to request that your Excellency will be pleased to acquaint me, for the information of Her Majesty's Government, whether any intelligence has been received respecting this infraction of the law and of the Treaty for suppression of the Slave Trade.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 178.

Consul-General Crawford to Lord J. Russell.—(Received April 29.)

My Lord, *Havana, April* 1, 1861.

I HAVE the honour of inclosing herewith to your Lordship, copies (from the "Gaceta del Gobierno" of the 30th ultimo) of a proclamation by his Excellency the Captain-General of Cuba, dictating the measures to which he alluded and which are referred to in my despatch of the 30th ultimo.

Doubtless, if there were officers who could be depended upon for honestly carrying out such dispositions, the arrest and punishment of a dozen of the principal owners of slaving expeditions, their agents and accomplices, would operate very powerfully to check the progress of the inhuman Traffic, and if enforced and persisted in, the Slave Trade would have to be abandoned by all the wealthy and influential who are now engaged in it, a class most numerous, but whose actions are closely veiled in that respect.

Such, however, are the enormous profits, and such the depravation already produced by the demoralising effects of the Slave Trade, that I am apprehensive the Captain-General's proclamation will only stimulate the traders to greater corruption in spite of his Excellency's good intention.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure in No. 178.

Proclamation.

(Translation.) *Government Secretary's Office.*

INASMUCH as the measures availed of up to the present in accordance with the express orders of Her Majesty (whom God preserve) for the suppression of the African Trade, and its importations to this island, have not been sufficient, notwithstanding the persecution followed out by sea and land, and the seizure made of no small number of Bozals, and the prosecutions followed out on the occasion of each disembarkation, without omitting even the dismissal of the employés and agents of the Administration for negligence, deception, or other causes affecting the service; I have considered it absolutely indispensable to appeal to more rigorous and efficacious measures which, whilst they preserve the national honour and dignity, may serve to check those who, unmindful of such high considerations, have set the majesty of the law at defiance. I therefore order:—

1. That the Governors and Lieutenant-Governors, with all the means at their disposal, and under their personal and inexcusable responsibility, redouble their zeal and watchfulness against every scheme or attempt for the introduction of Bozal negroes.

2. That in case of seizure care be taken as to the housing, attendance, and good treatment of the Bozals rescued from the Traffic, and remaining under the protection of the Government.

3. Without prejudice to the attributes of the judicial authorities, to whom notice should be given of the probabilities of, or attempts at, the disembarkation of Bozals, the Governors and Lieutenant-Governors will make executive investigations, under their authority, with the facts, information, and declarations which they may obtain.

4. That on no consideration are they to omit, on those investigations, the name of the importing vessel, the captain, and crew, nor that of the outfitters of the discovered expeditions, with their accomplices, receivers, or participators in the prohibited importation.

5th, and finally. That on the proceedings being transmitted to this my Government, I reserve to myself to proceed executively, as may be best suited to the Royal service, and in exercise of my authority against those who may appear to be outfitters and principal accomplices, or who have had part in the expeditions of this reprobated Traffic; and be it published.

Havana, March 28, 1861.

(Signed) FRO. SERRANO.

No. 179.

Consul-General Crawford to Lord J. Russell.—(*Received April* 29.)

My Lord, *Havana, April* 4, 1861.

I HAVE the honour of reporting to your Lordship that the celebrated American barque "*Cora*," 403 tons, Hart master, arrived here from New York on the 28th ultimo, was cleared for Vera Cruz in ballast on the 30th, and has sailed for the coast of Africa, to be employed in the Slave Trade.

I have also to acquaint your Lordship, that I was informed by the Captain-General this morning, that he had just received intelligence of the capture of a slaver with Bozals on board, by the Spanish steamer of war "Don Juan de Austria."

The capture took place near Nuevitas, but how many slaves were on board, his Excellency said he did not know. He had, however, given orders that all of them were to be placed as apprenticed emancipados, excepting 100, which are ordered to be sent here.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 180.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

My Lord, *Havana, April* 30, 1861.

I HAVE the honour of acknowledging to your Lordship the receipt of Lord Wodehouse's despatch dated the 14th ultimo, transmitting, for my information, copies of two letters from the Commander of Her Majesty's ship "Torch" to the Secretary to the Admiralty, reporting the capture and destruction of two vessels engaged in the Slave Trade, without colours or papers—one a cutter, the other a brigantine, which had been abandoned in the Rio Pongas.

I recognize in the captured sloop or cutter the same vessel which is mentioned in my despatch of the 23rd of May last; also referred to in the report of Her Majesty's Commissioners of the 30th September; and I have ascertained that she was called "*Mi Bella*," and sailed (her clearance and departure not having appeared in the papers), from this port, said to have been the property of Don Domingo Echevarria, of this city.

I have, &c.

(Signed) JOS. T. CRAWFORD.

No. 181.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

My Lord, *Havana, April* 30, 1861.

I HAVE the honour of laying before your Lordship a translation of a letter which I have received from the Captain-General, which has reference to my denouncement to his Excellency on the 27th ultimo, of a disembarkation of 640 Bozal negroes in the district of Sagua, subject of my despatch dated the 30th idem.

His Excellency's letter contains the admission that, previous to the receipt of my denouncement, this Government had information of the landing referred to from the

authorities of Sagua, but notwithstanding their vigilance they were too late to capture the slaves at Santa Rita.

This, your Lordship will not fail to observe, is always the case, and in compensation his Excellency informs me he had given orders to prosecute all persons whose responsibility might attach to the disembarkation in question, assuring me of their being punished, as well as all those who fail to do their duty in the observance of the laws and of the Treaty for suppression of the Slave Trade.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 181.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, April* 13, 1861.

PREVIOUS to the receipt of your Honour's official letter dated the 27th ultimo, I already had information, through the authorities of Sagua, of the disembarkation of the Bozals referred to by your Honour in said communication, as well as their having been introduced at the estate Santa Rita. That estate has been searched by the Alcalde Mayor of the district, accompanied by the Notary of the Court; and notwithstanding that the existence of the negroes upon the said premises did not turn out proven by the examination, probably from their having been taken off or sold by the outfitters prior to the search being made, thus setting at defiance the zeal and vigilance of the judicial and administrative employés, I have ordered the proper proceedings to be instituted for insisting on the responsibility which may attach to the functionaries and private individuals who may be implicated in said disembarkation; your Honour being assured that, by my authority, all those who may have been wanting in the compliance of their duties, and the respect and punctuality with which the Treaties and existing Laws for the suppression of the Slave Trade should be observed, shall receive the punishment which they deserve.

God preserve, &c. (Signed) FRO. SERRANO.

No. 182.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

My Lord, *Havana, May* 1, 1861.

I HAVE the honour of laying before your Lordship a copy of a letter which I have addressed to the Captain-General respecting a landing of 660 Bozal negroes which took place on the 3rd ultimo at Puerto Escondido, near to Guantánamo, in the jurisdiction of Santa Catalina; which expedition is said to belong to the French house of Ducouran and Co., of Santiago de Cuba.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 182.

Consul-General Crawford to the Captain-General of Cuba.

Havana, April 18, 1861.

HER Majesty's Consul writes me from Santiago de Cuba, under date the 10th instant, that a cargo consisting of 660 Bozal negroes was landed on the 3rd at or near Puerto Escondido, in the jurisdiction of Santa Catalina.

The Consul gave due notice of this infraction of the Law and of the Treaty to the Governor of Cuba, who, in answer, informed the Consul that he had given orders for an investigation into the matter, intelligence having reached that Government on the 6th that a disembarkation of slaves had been effected, but without any information as to where it had taken place.

According to other information which I have received, I am enabled to state to your Excellency that the expedition so landed belongs to, or is under the direction of, Messrs. Ducouran and Co., and that the 660 negroes were distributed to various estates from whence they are being sold by said Ducouran and Co.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 183.

Consul-General Crawford to Lord J. Russell.—(*Received May* 28.)

My Lord, *Havana, May* 2, 1861.

I HAVE the honour of laying before your Lordship the copy of a letter which I addressed to the Captain-General on the 20th ultimo, denouncing a disembarkation of 690 Bozal negroes which I was informed had taken place at Cayo Verde, near Guanaja, on the north coast of this island, from a brig called the "*Nancy*," which vessel went to the Coast of Africa some time ago to be engaged in Slave Trade.

In denouncing this circumstance to his Excellency, I alluded to a rumour which reached me, that a naval officer in the command of one of Her Catholic Majesty's ships allowed said slaver to pass.

Your Lordship will observe by the correspondence which has arisen on my said letter, that General Serrano asserts my information to have been incorrect; and he takes occasion to remark that not always, as on the present occasion, has it been that the information I receive has proved correct, either as to the place or number of slaves, which my well-known zeal in Her Majesty's service has prompted me to act upon; and these observations have given me occasion to state to his Excellency the great difficulty of my position with regard to obtaining correct information, which obliges me so constantly to apply to this Government for particulars, which are never given, and I am left to my own sources of intelligence, which have generally proved to be correct.

His Excellency having stated so positively that no landing such as I had denounced took place at Guanaja, and that the hull of the "*Nancy*" had been found burnt near Guantánamo, on the other side of the island, I did not hesitate to concede the matter of there having been one violation of the Law and of the Treaty less.

But from further investigation of the matter which I have instituted, it may still result that the "*Nancy*" did land her cargo at Guanaja, and was burnt near Guatánamo. Even as it is, the cargo landed from the vessel that was seen on fire near Cayo Cruces, referred to in my despatch dated the 30th of March, is unaccounted for, and was undoubtedly landed safely on the island.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 183.

Consul-General Crawford to the Captain-General of Cuba.

Havana, April 20, 1861.

IT has come to my knowledge that a cargo of Bozal negroes has been landed, as I understand, about three weeks or a month ago from a vessel which brought them to Cayo Verde near Guanaja, and I have reason to believe that said slaves (690 in number) were landed with the connivance of the local authorities from a brig called the "*Nancy*," which it is also said was fallen in with and allowed to pass by one of Her Catholic Majesty's cruizers.

I cannot give my belief to the latter statement, notwithstanding that it comes from a quarter in some degree entitled to credence, but that the disembarkation was successfully accomplished, there is no doubt whatever.

In order to prevent inquiry, it was reported and circulated by the parties interested in this expedition, that the "*Nancy*" had been captured by one of Her Catholic Majesty's cruizers; but there was no truth in that rumour.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 183.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, April* 30, 1861.

IMMEDIATELY on receipt of your Honour's communication of the 20th instant, relative to a supposed landing of 690 Bozals effected at Cayo Verde near Guanaja, brought by the brig "*Nancy*," I issued the proper orders, and I asked for all the necessary

information in order to prove the truth of the matter, of which I had not received any other report or data than that contained in your Honour's said communication.

From the result of such inquiries, and of all those which I have been able to make extra-officially, there can be no doubt but that at the said point of Guanaja, comprised in the jurisdiction of Puerto Principe, no disembarkation of Bozals has taken place, either before or after the time specified by your Honour; the insinuations which your Honour makes relative to connivance of the authorities and naval officers of Her Majesty being unfounded.

As your Honour designates by name the vessel conveying the cargo which you say was landed near Guanaja as being the brig "*Nancy*," whose hull has been found burnt on the coast of the jurisdiction of Guantánamo, this circumstance shows the reason of the mistake into which your Honour has fallen, leading you to believe and to denounce as certain two landings of Bozals, when in reality only one has taken place in the said jurisdiction of Guantánamo, a circumstance now under cognizance of the Tribunals, and which, within the limits of my attributes, has led to the immediate dismissal of the Lieutenant-Governor of the district.

In virtue of the above-stated facts, I think I should call your Honour's attention to a consequence to be deduced therefrom, which is, that not always, as in the present instance, does it happen that the information your Honour receives is entirely correct relative to the clandestine introduction of negroes, as also as regards the number of them on the coast of this island, and which the well-known zeal of your Honour induces you to receive as worthy of all credit.

It is, indeed, true, and I am the first to deplore it, that the cunning of the speculators succeeds, in some cases, in evading the strictest vigilance, and even to make me doubt in certain cases the honesty of some subalterns; but it is also true that your Honour has notorious and repeated proofs of the rigour with which this Government strives to put down the Slave Trade, against which I have employed and am still making use of every means allowed me by law, and some besides which pass legal limits. The number of nearly 4,000 Bozals captured so far during my command, the several dispositions which your Honour must have seen in the official "Gazette" and the numerous dismissals of employés, some of high rank, in consequence, as your Honour well knows, of suspicion of neglect in suppressing or connivance at the Traffic, are facts which fully prove the previous assertion.

I have fully explained myself in giving your Honour these explanations in answer to your said letter of the 20th instant, in order that your Honour may rectify the mistake into which you have no doubt involuntarily fallen, in supposing that 690 Bozals have been landed at Guanaja, hoping from your rectitude that you will hasten to correct the mistake if, under the idea that it was correct, you have reported the matter to your Government.

God preserve, &c. (Signed) FRO. SERRANO.

Inclosure 3 in No. 183.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 1, 1861.

I HAVE the honour of acknowledging the receipt of your Excellency's letter of the 30th ultimo, in which, with reference to my communication of the 20th, your Excellency informs me that after having caused an investigation of the matter to be gone into, it results that the information I had received of the landing of 690 Bozal negroes near Cayo Verde and Guanaja was unfounded, and that had such disembarkation taken place, the slaves could not have been from the brig "*Nancy*," the burnt hull and wreck of which vessel had been met with near Guantánamo.

I am always ready to correct any error into which I may fall in consequence of my having received wrong information, and I am happy to find that the intelligence on which I acted in addressing your Excellency on the 20th ultimo was not reliable, and that there is consequently one infraction of the law and of the Treaty less.

It becomes me also to express to your Excellency the satisfaction I feel at being assured, from the fact that no disembarkation took place, there could have been no connivance of any officer of the Royal Marine Service of Her Majesty.

Your Excellency will easily understand that it is at all times most difficult for me to obtain information respecting the Slave Trade. Permit me to state to your Excellency that I am always careful to ascertain as much as possible the reliability of the intelligence which I do receive before reporting it to your Excellency, and that I constantly request to be furnished, for the information of Her Majesty's Government, with such information as

may have reached your Excellency respecting the cases which, in obedience to my instructions, it is my duty to bring under your notice; but as such information is never given, I must have recourse to my own sources, which have generally proved correct.

I have great pleasure in bearing witness to the efforts which have been made and which are still continued for checking the now almost unlimited course of the Slave Trade, by the dispositions of your Excellency; but those dispositions will, I am apprehensive, be rendered abortive by the effects of Article IX of the Penal Law of 1845.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 184.

Consul-General Crawford to Lord J. Russell.—(Received July 29.)

My Lord, *Havana, June* 10, 1861.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to his Excellency the Captain-General on the 20th ultimo, to which I have not been favoured with any acknowledgment or reply.

I believe there is no doubt as to the vessel alluded to in my letter to General Serrano having, just previous to her capture, landed 550 Bozals at Carahatas.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 184.

Consul-General Crawford to the Captain-General of Cuba.

Havana, May 20, 1861.

HAVING been informed that Her Catholic Majesty's schooner "Juanita" captured lately a schooner, American-built, of about 250 tons, supposed to be called the "*Potomac,*" which vessel was found abandoned at sea amongst the cays to the eastward of Cardenas with proofs of her having been engaged in the Slave Trade, as shown by her equipments, I have to request that your Excellency will inform me whether what I have heard is true, that said captured vessel had previously landed 550 Bozal negroes near Carahatas, which the owners of the expedition disposed of in safety.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 185.

Consul-General Crawford to Lord J. Russell.—(Received July 29.)

My Lord, *Havana, June* 15, 1861.

I HAVE the honour of laying before your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 1st instant, respecting the doings of the slave-traders in the Eastern District of the Island, Government of Cuba, as it is called, which is under the command of Brigadier Letona, who has been very active in persecuting the parties there who are engaged in this Traffic.

The Brigadier arrested Ducouran and sent him prisoner to this capital, but his partners, who are wealthy and influential, interfered for him and he was released and allowed to return to Santiago de Cuba.

However, I have reason to believe that General Serrano is now better informed as to Ducouran and Co. and their connexions in the Slave Trade, and that one or more of the officers under Governor Letona's orders who had lent themselves to the slavers will be removed from the Staff of that district.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 185.

Consul-General Crawford to the Captain-General of Cuba.

Havana, June 1, 1861.

A SEVERE illness has prevented me from doing myself the honour of calling on your Excellency for some time past, or of addressing your Excellency as I wished to have done, in order to express the great satisfaction I feel at the measures which have been adopted by the Brigadier-Governor of Cuba for carrying into effect your Excellency's dispositions for suppression of the Slave Trade, upon the two occasions which have occurred at Puerto Escondido, where 660 Bozals landed on the 3rd April, and at Macambo on the 8th ultimo, where the disembarkation of no less than 1,020 slaves was safely effected.

Her Majesty's Consul, Mr. Forbes, has informed me fully of all the circumstances of both those cases, and of the anxiety and activity displayed by Brigadier Letona to capture those expeditions, as well as to detect and punish the parties engaged in such wholesale infractions of the law and of the Treaties. It has been stated to me that a part of the cargo of Bozals which were landed at Macambo, was taken to Guantanamo, but that a considerable number of those miserable creatures had been sent to Baracoa, and were to be shipped on board the steamer "*Maysi*" for this, and some of the intermediate ports, at which that vessel would touch on her voyage from said port of Baracoa. Your Excellency would doubtless be apprised if any of said Bozals were shipped on board the packet "*Maysi*" at Baracoa, and would no doubt proceed accordingly.

Such an organized company as exists in the Eastern Department of the Island, for carrying on the Slave Trade, is obnoxious to order and good government, and his Excellency Governor Letona will, I have no doubt, watch over the operations of Ducouran and Co., so as, if possible, to effect their punishment and destruction.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 186.

Lord J. Russell to Consul-General Crawford.

Sir, *Foreign Office, July* 21, 1861.

I TRANSMIT to you herewith, for your information, an extract of a despatch from the Governor of Sierra Leone, which has been communicated to me by the Secretary of State for the Colonial Department, reporting the capture by Her Majesty's ship "Falcon," of an American-built vessel named the "*Flight*," with slaves on board, but without colours or papers to denote her nationality.

I am, &c.
(Signed) J. RUSSELL.

Inclosure 1 in No. 186.

Governor Hill to the Duke of Newcastle.

(Extract.) *Government House, Sierra Leone, June* 4, 1861.

1. I HAVE the honour to inform your Grace that an American-built vessel called the "*Flight*," brig-rigged, arrived here on the 31st ultimo, a prize to Her Majesty's steamship "Falcon," Commander Heneage, captured on the 19th of last month in latitude 3° 56′ south, and longitude 14° 24′ west, with slaves on board; whilst chased, this vessel showed American colours, but when taken she had neither colours nor papers, and therefore could not claim the protection of any country.

2. Five hundred and three slaves alive, and one slave's dead body, were landed, and the former taken charge of in the Liberated African Department on the 1st instant.

3. These slaves are, with the exception of 100 in hospital, healthy.

4. I inclose a Return showing the average ages of the children. I have the satisfaction to state that, with the exception of the sick, these slaves are the finest and most healthy-looking I have seen landed from any previous slave-vessel.

Inclosure 2 in No. 186.

RETURN showing the Ages of the Children in the Liberated African Department landed from the Slave-brig "*Flight*," captured by Her Majesty's steam-ship "Falcon."

Sexes.	Ages.							Total.
	13 years.	12 years.	11 years.	10 years.	9 years.	8 years.	7 years	
Boys	22	64	12	47	69	9	4	227
Girls	..	15	22	13	12	1	1	64
	22	79	34	60	81	10	5	291

(Signed) STEPHEN J. HILL,
Governor and General Superintendent.

(Signed) WILLIAM HILL, *Clerk in Charge.*

No. 187.

Consul-General Crawford to Lord J. Russell.—(Received August 9.)

(Extract.) *Havana, July 15, 1861.*

I HAVE the honour of laying before your Lordship a copy of a correspondence which I have lately had with the Captain-General of Cuba, respecting several infractions of the Law and of the Treaty with Spain for suppression of the Slave Trade, which I deemed it my duty to complain of to his Excellency.

With regard to the slaves landed from the "*Storm King*," I had the most reliable information, but the arrival here of Her Majesty's ship "Barracouta," from Nassau and Anguila, put the matter beyond doubt; Commander Wood having gone to the latter place expressly to ascertain what he could respecting the outrage committed there on the crew of a Nassau wrecker, by the master and crew of the slaver, having in his hand the declarations of the wreckers, and having seen the burnt hull of the "*Storm King*," as well as manifest evidence of the very recent occupation of Anguila by the slavers and their miserable victims, of which facts the Commander gave General Serrano full assurance on the occasion of his official visit, at which I was present, as well as that the number of Bozals was 601 instead of 400, as I had stated to his Excellency in my letter of the 26th ultimo.

Subsequently I received from the British Vice-Consul at Nuevitas, information as to an inquiry which had been made there with regard to a landing-place in the jurisdiction of Puerto Principe, where the authorities were instructed that I had denounced a disembarkation of slaves having been effected; but the place inquired about, whether accidentally or by design, was not that designated by me to the Captain-General—it was a place nowhere to be found in this Island, and as such the inquiry was responded to by the authorities of Puerto Principe, whereas the place designated in my communication is well known and prominent on the map of the Island. I consequently found myself compelled to insist upon the exactness of my information, and to notice the wrong designation of the landing-place in the inquiry instituted by his Excellency, which had given rise to this contradiction of my denouncement.

There is nothing, therefore, to be altered in my letter to General Serrano which gave rise to this correspondence, excepting that the "*Storm King's*" cargo consisted of 601 instead of 400, and that the expedition landed at Marianao or Playa de los Quemados was less numerous than I had reported it to his Excellency; the 576 at Yayabacoa, district of Principe, having undoubtedly been introduced in the manner stated, of which I have the full particulars.

Inclosure 1 in No. 187.

Consul-General Crawford to the Captain-General of Cuba.

Havana, June 26, 1861.

IT is my most disagreeable duty, in obedience to the instructions of Her Majesty's Government, to complain to your Excellency of the so-frequently repeated violations of the Law and of the Treaty for the suppression of the Slave Trade, as have come within my knowledge since I did myself the honour of addressing your Excellency on the 1st instant, respecting the cases which occurred in the Department of Cuba.

In the jurisdiction of Puerto Principe there appears to be a regularly organised arrangement, under which 576 Bozal negroes were landed at the desembarcadero of Yayabacoa, under circumstances which, if true, prove the complicity of the authorities. Your Excellency, however, is doubtless fully informed of all the facts, and will have given such orders as will lead to the detention, and I hope the punishment, of the guilty parties.

On the 13th instant, 250 Bozal negroes were landed on one of the cays at Bahia de Cadiz from a vessel brig-rigged. which Bozals were taken away from thence and sent to the interior of the island.

On the 14th two small fishing-vessels arrived at Cardenas with 150 Bozals, which they received from the same brig, and said Bozals were landed at the Astillero of Don Cristoval Pascual in Cardenas, from whence they were taken to the country.

I understand that there may be good reason for suspecting that a vessel, now in this harbour, which arrived here on the 19th instant, called the "*Ida Raynes*," under American colours, is the same from which the 400 Bozals above-mentioned were landed.

Said "*Ida Raynes*" touched at Cardenas, with a clearance from Sagua, and came to this port; but I have reason to believe that the vessel never was in Sagua, and that the clearance from that port was sent to her at Cayo Verde, or Bahia de Cadiz, whilst landing her cargo of Bozals.

The recent audacious landing of a large number of slaves at Marianao or the Playa de los Quemados, on the 17th instant, has, no doubt, occupied your Excellency's urgent attention.

This expedition is said to have consisted of upwards of 1,000 Bozals, of whom more than 800 have been successfully landed, and sold immediately at 30 ounces the good and healthy, whilst the inferior and sickly brought 24 ounces, or 408 dollars each. I am aware that it has been attempted to deceive your Excellency by the statement that this was a small affair, and that the Bozals which have been captured were nearly all the expedition; but your Excellency may be assured that my information is correct, and that the launches, &c., wherewith the landing was effected were sent from this to a place where it was known they would find the slaver-ship, from thence they came with her to the coast of this island, and landed her cargo safely, with exception of the few which your Excellency is aware have been captured.

I have information also that a cargo of Bozals has been landed in the district of Cienfuegos; but I am unable to state the particulars to your Excellency, nor am I sure that my information is correct.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 187.

Consul-General Crawford to the Captain-General of Cuba.

Havana, June 30, 1861.

I HASTEN to correct an error which I find I involuntarily committed in my letter to your Excellency of the 26th instant, in consequence of wrong information (as I have since discovered) which I received respecting the landing of Bozals at Cayo Bahia de Cadiz and at Cardenas about the 13th and 14th instant.

I had been informed that those slaves had been landed from a brig called the "Ida Raynes," that said brig had come here with a clearance from Sagua, but that she had never been at that port, &c. The information which I received turns out to be entirely false as respects the "Ida Raynes," which vessel is entirely free of imputation of being concerned in slave-trading, and was duly and properly dispatched, and came from Sagua (where she, I find, had been laying for some time) to this port, where she now is.

It appears that the vessel which brought the Bozal negroes to Cayo Bahia de Cadiz

was also a brig called the "*Storm King*;" that after she had landed her cargo of slaves at the Island of Anguila the master came to Sagua, and from thence vessels were sent to Anguila, which took the Bozals to the places indicated in this and the former communication which I did myself the honour of addressing to your Excellency.

It is stated that the vessel "*Storm King*" was destroyed, and I am informed that the captain came here and sailed for New York on board the last steamer.

I have, &c.

(Signed) JOS. T. CRAWFORD.

Inclosure 3 in No. 187.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, July* 5, 1861.

ON receipt of your Honour's communication of the 26th ultimo, denouncing several disembarkations which you supposed had recently taken place at various points along the coast of this island, making out the number of negroes introduced to be 1,776, I proceeded to the proper investigations, in order to discover the exactness of these landings, delaying my answer to your Honour until I was in possession of the necessary data.

The first disembarkation to which your Honour refers in your said communication was that of 576 Bozals, supposed to have been effected at the landing-place of Fayabacoa, in the jurisdiction of Puerto Principe, with the connivance of the authorities.

According to the tenor of all the reports which I have received, and which merit my belief, such an act has not taken place, nor does there even appear to exist in that jurisdiction the landing-place your Honour designates.

Neither is it exact, according to the official reports, that the 400 Bozals denounced by your Honour have been landed in the jurisdiction of Cardenas; and even your Honour appears to be convinced of this in correcting, by your subsequent communication of the 2nd instant, the report relative to the brig "Ida Raines," which you supposed had brought said Bozals.

Neither is there accuracy in the number of the 800 which your Honour supposes were recently landed on the coast of Marianao, which affair the tribunals had in hand prior to your Honour's communication which I am answering.

Taking all together, therefore, it results, and up to the present time there is nothing proved to the contrary, that of all the landings to which your Honour refers, only that one is exact which took place about the middle of June, in the jurisdiction of Sagua, consisting of 750 Bozals, according to the reports of the Lieutenant-Governor.

These were transhipped at sea to coasters, which scattered them at various points of the coast. From this expedition came those landed at Marianao, in number far inferior to that of 800 designated by your Honour, and of which 17 were captured. If your Honour deducts these 17, with the 69 which have just been captured in the jurisdiction of Cardenas, from the 750, the number of negroes probably landed will be reduced to a fourth of those your Honour supposes in your communication referred to, which I am answering, and in which, besides, considerable inexactness is observable as regards the particulars, arising, no doubt, from your Honour's not being properly informed.

Moreover, I repeat to your Honour that the tribunals have in hand all the antecedents, and will decide whatever may be according to law.

God preserve, &c. (Signed) FRO. SERRANO.

Inclosure 4 in No. 187.

Consul-General Crawford to the Captain-General of Cuba.

Havana, July 8, 1861.

I HAVE the honour of acknowledging the receipt of your Excellency's letter of the 5th instant, conveying to me a contradiction of the denouncements of slave-trading which I regret exceedingly it was my disagreeable duty to complain of to your Excellency in my letter of the 26th ultimo, and subsequently explanatory communication of the 30th.

I have now to state to your Excellency that, in so far as the case of the cargo brought by the brig "*Storm King*," first landed at Anguila, I have certain proofs, and I am enabled to inform your Excellency that, instead of 400, as I had reported in my former communication, 601 Bozal negroes were brought by that vessel, and were safely landed in this island.

I have no doubt as to the correctness of the information which I have received as to the 576 landed from a slaver which, in the first instance, had them in the light-house at the Paredon, although I may not have the right name of the landing-place, which is quite immaterial, as well as the jurisdiction: it is sufficient that they were landed.

I am happy to know from your Excellency that the disembarkation of Marianao was so much less than I was informed it had been.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 5 in No. 187.

Consul-General Crawford to the Captain-General of Cuba.

Havana, July 12, 1861.

YOUR Excellency's letter to me of the 5th instant, in answer to the communications which I did myself the honour of addressing to your Excellency on the 26th and 30th of the previous month, gave me great concern, because the sources from which I received the information upon which I acted were such that I was by no means prepared to find myself in the false position I should have been had your Excellency's contradiction of the statements I made in my said letters been warranted, and that I had made unfounded complaints, such as they no doubt were represented to be by those who reported upon them to your Excellency.

I have therefore made diligent inquiry upon the subject, and I beg leave to respectfully state to your Excellency that the place of disembarkation mentioned in my letter of the 26th ultimo does exist, and is in the jurisdiction of Puerto Principe, according to the map of the island, which is now before me; but as I notice it is written in your Excellency's letter "Fayabacoa," and not "Yayabacoa," as designated in my communication to your Excellency, the mistake may have arisen thereon.

With regard to the other expedition alluded to by me, which was brought in from the Cay Anguila, I hope that there can be no doubt, after the proofs which were obtained by Her Majesty's ship "Barracouta," and submitted to your Excellency in my letter of the 8th instant.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 188.

Consul-General Crawford to Lord J. Russell.—(Received August 9.)

My Lord, *Havana, July* 16, 1861.

I HAVE the honour of inclosing herewith to your Lordship a copy of a letter which I addressed to the Captain-General of Cuba on the 13th instant, denouncing a landing of slaves (which I have since learnt consisted of about 500) at Rio y Playa Mayabeque in the jurisdiction of Guines. This cargo was brought by a vessel, barque-rigged, which grounded on a shoal off the southern coast of the island, between Cienfuegos and Isle of Pines, and the slaves were taken out of her by three schooners, who landed them at Mayabeque. Two of said schooners, I regret to say, were, as I am informed, belonging to the Caymans, and they were paid 3,000 dollars each for their service. Their names I have been unable to learn, but I shall request Mr. Vice-Consul Smith of Trinidad, from whom I have received the information, to state the circumstances to Commander Wood, of Her Majesty's ship "Barracouta," who is cruizing on that coast, so as that he may investigate the matter at the Grand Cayman, as soon as possible. Slave Trade never was so flourishing as it is now almost everywhere on the coast of Cuba.

I learn that about the 24th May a cargo of about 600 slaves was landed at Yayabacoa, Puerto Principe,* previous to the landing at the same place of the 576 denounced by me to the Captain-General in my letter of the 26th June (inclosure in my previous despatch addressed to your Lordship). And I have this day complained to General Serrano of another disembarkation, consisting of 250 Bozals, on one of the first days of this month, a short distance to the westward of Cabañas, who were brought by the coasting schooner "*Bonifacia*" to the estate of Santa Gertrudis, and were probably part of the 750 alluded to in the Captain-General's letter to me of the 5th instant (translation of which I inclosed

* Taken to the estate, La Merced, of Don Ramon Yradi.

in the last despatch I had the honour of addressing to your Lordship), who, his Excellency says, were reported in the middle of June by the Lieutenant-Governor of Sagua, as having been transferred at sea to coasters, who scattered them to various places on the coast.

Certain it is, that whatever slaver escapes the vigilance of our cruizers on the coast of Africa, and arrives in the waters of Cuba, the cargo, whether run from the slaver herself, or by means of transhipment at given points out at sea, or at an uninhabited island such as Anguila, is sure to be safely introduced into this island, and I believe scarcely ever otherwise than with the knowledge and connivance of the authorities.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 188.

Consul-General Crawford to the Captain-General of Cuba.

Havana, July 13, 1861.

I HAVE received information upon which I can rely, that a few days ago a cargo consisting of a very considerable number of Bozal negroes were landed at the Rio y Playa Mayabeque, district of Guines, and were taken in the first instance to the Yngenio Arango; some of them my informant saw, who were afterwards taken to the Yngenio Hicotea.

This landing has, I understand, given rise to great scandal in that district, where the slaves are being sold from the Yngenio Arango almost publicly.

I have also received information that several more expeditions from Africa are expected by the same parties who are owners of the cargo above mentioned.

Your Excellency will, no doubt, have received full intelligence of this affair, and I shall be much obliged by being favoured with such particulars as may have become known for the information of Her Majesty's Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 188.

Consul-General Crawford to the Captain-General of Cuba.

Havana, July 15, 1861.

I HAVE received information, on which I think I can rely, to the effect that on the first days of this month 250 Bozal negroes were landed from a coasting schooner called the "*Bonifacia*," and were taken to the estate Santa Gertrudis, near Cabañas.

I request your Excellency will be pleased to favour me with such particulars respecting this affair as may have transpired, for the information of Her Majesty's Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 189.

Consul-General Crawford to Lord J. Russell.—(*Received September* 30.

My Lord, *Havana, August* 9, 1861.

WITH reference to my despatch of the 16th ultimo, reporting to your Lordship a disembarkation of slaves at the Rio y Playa Mayabeque, from a vessel which had grounded on a shoal near the Southern Coast of this island, as well as the information I had received that two vessels belonging to the Caymans had been engaged in this transaction, I have now the honour of laying before your Lordship a copy and translation of a letter which I have received from the Segundo Cabo, General Gasset, in the absence of General Serrano at Santo Domingo, in answer to the denouncement which on the 13th ultimo I addressed to the Captain-General, a copy of which I did myself the honour of inclosing to your Lordship with my despatch herein referred to.

Strange as it must appear to your Lordship, General Gasset denies that any such landing took place at Rio y Playa Mayabeque. Although the fact of its having been effected in the manner and by the means I have described, is known to everybody in the

Jurisdiction of Guines, it appears that the Supreme Government has been unable to obtain anything like correct information. On the contrary, the local authorities have covered their dereliction by the false statements upon which General Gasset has founded his denial, and this does not materially surprise me, because the place near Mayabeque is covered with the estates of some of the most influential families of the island, who naturally took care that the inquiry ordered by Government should result as it has done.

But, my Lord, I have to state upon this subject that my information is nevertheless true, and I have even been able to transmit to the Governor of Jamaica the names of the two British vessels belonging to the Caymans, who, it is stated (on the authority of the captain of a Spanish ship of war who visited the shoal, and there found the burnt hull of the slaver barque), were employed on hire in this criminal transaction, viz., the "*Veronia*" and "*Esmeralda.*"

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 189.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, August* 8, 1861.

PREVIOUS to the communication from your Honour dated the 14th ultimo, in which you denounce a disembarkation of Bozal negroes at the river and beach of Mayabeque in the jurisdiction of Guines, this Government had received confidential information of a landing effected not at that place, but at the Zanja de Santa Isabel, and had ordered active steps to be taken to ascertain the truth, the result of all the investigations made for that purpose by the authorities of that jurisdiction being that no such landing had taken place.

Having subsequently transmitted to the Lieutenant-Governor of Guines a copy of your Honour's official letter, I strictly enjoined him to report to me as accurately as possible upon each of the particulars therein mentioned, and he then instituted further inquiries and strict searches which yielded nothing confirmatory of your Honour's denouncement; but the zeal with which the proceedings have been conducted under energetic dispositions have been made manifest, for it was discovered that Don Ramon Pendas had introduced nine negroes into the grounds of the distillery which he owns in the district of San Nicolas, which negroes were detained on suspicion of their being Bozals, the proper proceedings being instituted and forwarded to this Government.

The inquiry relative to the detention of the said negroes having been afterwards proceeded with, it appeared that they left Havana under a pass from the Political Governor for the place where they were detained, and that there was no reason for suspecting them to belong to a recent importation, and therefore they had to be returned to their owner. This is all that I can state to your Honour in reply to your official letter referred to, being inclined to believe that the passing of this small lot of negroes from Havana to the Jurisdiction of Guines gave rise to the supposition of the landing denounced previous to your Honour's communication to this Government.

God preserve, &c.

In the absence of the Captain-General,
(Signed) MANUEL GASSET.

No. 190.

Consul-General Crawford to Lord J. Russell.—(*Received September* 30.)

My Lord, *Havana, August* 12, 1861.

I HAVE the honour of laying before your Lordship a copy of my letter to the Captain-General of Cuba, dated the 1st instant, and also a copy and translation of the answer which I have received from the Segundo Cabo, General Gasset, in the absence of General Serrano at Santo Domingo, in which the correctness of my denouncement of a landing of Bozal negroes in the Department of Cuba is admitted and stated to have taken place at Sigua, which corresponds with the information I had acted upon in addressing the Captain-General, and my subsequent advices confirm the number which I stated to his Excellency had been landed.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 1 in No. 190.

Consul-General Crawford to the Captain-General of Cuba.

Havana, August 1, 1861.

I HAVE received information from Santiago de Cuba, upon which I can rely, to the effect that shortly before the 27th ultimo a landing of 750 Bozal negroes was safely effected in that jurisdiction to windward of the capital.

These slaves, I am informed, could not be landed at any other place to the westward of Cuba, but were sold to parties in the jurisdiction at 19 ounces each, who succeeded in getting them safely on shore.

I shall be much obliged by your Excellency favouring me with such particulars as may have been discovered respecting this infraction of the law and of the Treaty, for the information of Her Majesty's Government.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure 2 in No. 190.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, August* 8, 1861.

TO your Honour's communication of the 1st instant, in which you denounce to me the disembarkation of 750 Bozals to the windward of the Port of Cuba, without designating the exact spot where the occurrence took place, I have to reply that many days previous this Government received indications and information to the effect that there had been a disembarkation at a place called Sigua in that part of the island, but without stating the number of negroes. In consequence thereof, the proper orders were given with a view to discover the truth, and proceedings are being taken, both administratively and judicially, to bring all the circumstances to light, in order to exact, at the proper time, the responsibility of those who may appear culpable.

God preserve, &c.

In the absence of the Captain-General,
(Signed) MANUEL GASSET.

No. 191.

Consul-General Crawford to Lord J. Russell.—(*Received September* 30.)

My Lord, *Havana, August* 15, 1861.

IN my despatch dated the 16th ultimo, I did myself the honour of transmitting to your Lordship a copy of a letter of the previous day's date which I addressed to the Captain-General of Cuba, denouncing a landing of Bozal negroes, 250 in number, which I had been informed took place from on board the coasting-schooner "*Bonifacia*," and that they were taken to the Santa Gertrudis estate, near Cabañas.

I have now the honour of laying before your Lordship a translation of the answer which, under date the 10th instant, I have received from General Gasset, which is conceived in terms that would lead to the conclusion that no such landing of Bozals had taken place. But the local officers, in their report to the higher authorities, taking advantage of the mistake as to date in the information upon which I acted in that denouncement, and also the mistake of my stating the estate Santa Gertrudis to be near Cabañas, have themselves inadvertently let out the truth, for it was at Ortigosa that the "*Bonifacia*" landed the bulk of her cargo of slaves, which she was hindered from doing at La Boca de Marianao, where only a few (some 17 or 20) were got on shore; and it suited the authorities to proceed against her for the smaller part of the offence, the 250 being secured at Santa Gertrudis by the vessel's running into the Ortigosa, whence she was taken, as described in General Gasset's letter.

I have, &c.
(Signed) JOS. T. CRAWFORD.

Inclosure in No. 191.

The Captain-General of Cuba to Consul-General Crawford.

(Translation.) *Havana, August* 10, 1861.

THE Lieutenant-Governor of Guanajay, to whom I transmitted, when translated, your Honour's denouncement of the 15th ultimo respecting a disembarkation of 250 Bozals in his district, and their being taken to the estate Santa Gertrudis, near Cabañas, addressed to me in reply the following official letter:—

"Most Excellent Sir,

"Having before me your Excellency's communication dated the 18th instant, transmitting to me that which the English Consul addressed to you relative to a disembarkation of Bozals about the beginning of this month, of which 250 are said to have been taken to the estate Santa Gertrudis, near Cabañas, from the coasting-schooner called "*Bonifacia*," I have to inform your Excellency that neither in the district of Cabañas, nor in any other adjoining Bahia Honda, or the coast of this district, is there any estate so called; and only in the district of Artemisa are to be found two cattle and two tillage-farms of the name referred to, which are not in any way adapted for the purpose in question. Moreover, I am enabled to state to your Excellency that the aforesaid schooner could scarcely have carried Bozals during this month, as she was seized on the 24th of June last at the entrance of Ortigosa, in the jurisdiction of Bahia Honda, by the Lieutenant-Governor of that place, in compliance with an order from the Alcalde Mayor of the Cerro, the Judge who is carrying on the trial in the matter of the disembarkation of Bozals at the creek of Marianao, and which schooner was sent to this port subject to the order of said Alcalde Mayor.

"Furthermore, I am enabled to inform your Excellency that in the district of Bahia Honda, and very near the bay or entrance to Ortigosa, there is a sugar estate, called Santa Gertrudis, and I can assure your Excellency that the greatest tranquillity prevails in this jurisdiction as regards the disembarkation of Bozals. This is all that I can report to your Excellency in obedience to your instructions, which I transcribe to your Honour for your information, and in answer to your above-mentioned official letter.

God preserve, &c.

In the absence of the Captain-General,
(Signed) MANUEL GASSET.

No. 192.

Consul-General Crawford to Lord J. Russell.—(*Received September* 30.)

My Lord, *Havana, August* 21, 1861.

I HAVE the honour of acknowledging the receipt of Lord Wodehouse's despatch of the 31st ultimo, transmitting to me, for my information, an extract of a despatch from the Governor of Sierra Leone to the Colonial Office, reporting the capture by Her Majesty's ship "Falcon," of an American-built vessel named the "*Flight*," with slaves on board, but without colours or papers to denote her nationality.

The "*Flight*" is reported here to have formerly belonged to Boston, and to have sailed for the coast of Africa direct from a northern port of the United States, but it is most probable that she was in reality owned and fitted out by parties in this island.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 193.

Consul-General Crawford to Earl Russell.—(*Received October* 22.)

My Lord, *Havana, September* 12, 1861.

IT is some time since I have had occasion to report to your Lordship the sailing of any vessels intended for the Slave Trade. This, I consider, is attributable to two causes: the interruption of trade with the United States in American vessels, for which reason few or no suitable craft have come here which could be purchased for such Traffic, and the glutted state of the market here for slaves having for a while rendered expeditions to Africa less productive than they had been.

This last reason for the short suspension of this favourite branch of Spanish enterprise, had it continued, would have been our greatest security for suppression, or at any rate for a diminution of the horrors of the Slave Trade.

But although the prices current for Bozals are not improving, I notice a disposition for again launching into adventures, and have to report to your Lordship that a barque, under Mexican colours, called the "*Carmen*" (formerly the "Culloma," as an American), 350 tons register, Gibbs, master, cleared on the 3rd instant for San Thomé, and has since sailed from this port to be engaged in the Slave Trade.

I have, &c.
(Signed) JOS. T. CRAWFORD.

No. 194.

Consul-General Crawford to Earl Russell.—(*Received October* 30.)

My Lord, *Havana, September* 19, 1861.

I HAVE the satisfaction of reporting to your Lordship that Her Catholic Majesty's steam-vessel of war "Neptuno" has captured near Caibarien, a brigantine, without colours, having on board, as is variously stated, from 612 to 660 Bozal negroes, said to have been the American vessel "*Tocoa*" which sailed from New York.

The "Neptuno" arrived here with her prize on the 16th instant, and the slaves have been taken possession of by the authorities.

This slaver had been detained by a United States' cruizer and sent to Key West, but was released and came to Cardenas, whence she sailed for New York on the 16th of March last, and thence proceeded to the Coast of Africa.

I have, &c.
(Signed) JOS. T. CRAWFORD.

SPAIN. (*Consular*)—*St. Jago de Cuba.*

No. 195.

Consul Forbes to Lord J. Russell.—(*Received July* 15.)

(Extract.) *St. Jago de Cuba, May* 11, 1861.

I HAVE the honour to transmit herewith, for your Lordship's information and guidance, translations of a correspondence which has taken place between the Governor of this province and myself, relative to an infraction of the Treaties for the suppression of the African Slave Trade, committed about the beginning of last month, in the vicinity of Guantanamo, by the disembarkation of a cargo of Africans, reported to be about 660 in number.

I likewise transmit to your Lordship a copy of the Captain-General Serrano's Proclamation, dated the 28th March last, giving publicity to the measures to be adopted by him against all parties engaged in that illicit and inhuman Traffic; and on referring to Governor Letona's despatch of the 11th instant (Inclosure No. 6) your Lordship will observe that he acted in good faith and in conformity with Articles 4 and 5 of said Proclamation, by arresting the consignee of the slaver, and his accomplices, and sending them on to the Havana for trial; and it is notorious that, had the law been impartially administered, there is no doubt that the guilty parties would have been convicted (as there was the most conclusive proof of their criminality), and sentenced to a certain period of penal servitude. The guilty parties were, however, immediately released on their arrival, and the consignee (Ducouran) returned to this port by a coasting steamer ("Maisi") which sailed thence on the following day.

I have to acquaint your Lordship that the disembarkation denounced by me in my despatch of the 13th instant (Inclosure No. 7) was not effected. The vessel was at anchor two days, and some of her equipage sent on shore, but difficulties arose, and she put to sea again, and was seen for several days afterwards cruizing off the land. The cargo, it is said, was a large one, and sickness and want of provisions prevailed on board.

Inclosure 1 in No. 195.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, April* 8, 1861.

IT is my painful duty to bring to your Excellency's notice a flagrant infraction of the Treaties existing between our respective nations for the suppression of the African Slave Trade which has been committed within the last few days, by the landing of a cargo of slaves at Puerto Escondido, or its vicinity.

In conformity with my instructions from Her Britannic Majesty's Government, I have to request that your Excellency will be pleased to issue such orders as will lead to the seizure and confiscation of the vessel and her illicit cargo, as well as the apprehension of the guilty parties engaged in this nefarious Traffic, in order that they may be brought to condign punishment for their criminal conduct.

I have, &c.

(Signed) JAMES FORBES.

Inclosure 2 in No. 195.

The Lieutenant-Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, April* 9, 1861.

I HAVE received your Honour's communication of yesterday's date, informing me that a few days ago a disembarkation of African slaves had taken place at Puerto Escondido or in its vicinity.

In reply, I have to inform your Honour that on the 6th current a similar notice was confidentially received by this Government, though without specifying the exact spot where it was supposed they had been disembarked, and that steps were immediately taken to investigate the matter, and to conform with all the other requisites that the laws demand.

God preserve, &c.

In the absence of his Honour the Commander-in-chief,
The Lieutenant-Governor,
(Signed) PEDRO P. CRUCES.

Inclosure 3 in No. 195.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, April* 22, 1861.

WITH reference to the despatch which I had the honour to address to your Excellency under date of the 8th instant, denouncing a disembarkation, near Guantanamo, of negroes from the coast of Africa, to the number of 660 (as I have since been informed by an anonymous letter directed to me on the 9th current, copy of which is herewith transmitted for your perusal), I have to inform your Excellency that it is currently reported that another debarkation of Africans has been effected at the same place, and by the same parties, within the last few days, and that two more cargoes are shortly expected from the coast.

It may not possibly have come to your Excellency's knowledge, although it is notorious, that a concession of sterile land, known as the "Posesion de Ocujal," in which Puerto Escondido is situated, has been lately purchased by parties resident in this place and the Havana, for the avowed purpose of reviving and carrying on the African Slave Trade in this province, in violation of existing Treaties for the suppression of that odious Traffic.

I have, &c.
(Signed) JAMES FORBES.

Inclosure 4 in No. 195.

The Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, April* 22, 1861.

I HAVE received your Honour's official communication of to-day, advising me that it is currently reported that another disembarkation of negroes has been effected at the same place as that which is now being investigated in the jurisdiction of Guantanamo, and that it is notorious that a portion of sterile land has been purchased, in which Puerto Escondido is situated, for the purpose of reviving the Slave Trade.

I already had notice that another landing was expected, and also that measures to prevent it had been taken by the functionaries commissioned by me, in that territory, to investigate that of the 2nd current. I conclude that the disembarkation has not succeeded, because, since that already known, no negro has been introduced, according to the latest authentic official accounts.

With regard to the purchase of the sterile land, I take note of this information, and shall make such use of it as I can in my system of vigilance for the suppression of the African Trade.

In conclusion, I beg to inform your Honour that in consequence of the measures I have taken, anticipating your communication of 8th current, investigations have been made, perhaps exceeding the limits prescribed by the laws on the subject; various persons have been arrested, and 22 negroes have been captured and placed at the disposal of the judicial authority who institutes the criminal proceedings, and who has to decide on the case.

God preserve, &c. (Signed) ANTO. LOPEZ DE LETONA.

Inclosure 5 in No. 195.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, May* 11, 1861.

I HAVE the honour to acquaint your Excellency that I am credibly informed that a suspicious vessel, supposed to be a slaver with a large cargo of Africans on board, has been seen off the land on the coast of Guantanamo for some days past; the appearance of said vessel I am assured is positive, and as the parties interested in the expedition are on the spot, a landing may soon be expected.

If, therefore, my information should prove to be correct, and in case a disembarkation of the negroes has already been effected, I trust your Excellency will be pleased to issue such orders as will lead to the capture and seizure of said vessel and her contraband cargo, and award such punishment as your Excellency may consider meet to the parties interested in this illicit and inhuman Traffic.

I have, &c.
(Signed) JAMES FORBES.

Inclosure 6 in No. 195.

The Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, May* 11, 1861.

I HAVE perused the official communication which, under to-day's date, your Honour has been pleased to make to me, stating that you are informed that a suspicious vessel, supposed to be a slaver with a large cargo of Africans on board, has been seen off the coast of Guantanamo for some days past; that the appearance of said vessel is positive; and that, as the parties interested in the expedition are on the spot, a disembarkation may soon be expected: at the same time expressing a hope that, in the event of this having already taken place, I should issue such orders as may lead to the capture and seizure of said vessel and her illicit cargo; with the rest that your Honour thinks fit to communicate relative to the landing which you deem possible.

In reply, I beg to state that I received some days ago the information your Honour now gives me, and in virtue thereof Her Majesty's steamer "Bazan" was dispatched to reconnoitre the coast between Guantanamo and this port, and returned after having complied with my instructions, reporting that the only vessel met with during the trip was an Anglo-American barque in danger, to which assistance was rendered, as your Honour will have learned from the account given in the newspapers of this city.

Nevertheless, in case your Honour's communication should refer to some other vessel suspected of being a slaver, your Honour may be assured that I have ordered such preventive measures to be taken, by the Lieutenant-Governors of the Province, and the Captains of Districts in this jurisdiction, as to induce me to hope that a landing will not be effected without the seizure of the cargo, and arrest of the importers and their accomplices; for in this matter, as in all those affecting the "national honour and the dignity of the Government," my extreme strictness is already proved.

Your Honour has just seen that I have carried matters to the utmost extent of my power, with the wealthy merchant M. Charles Ducourau, the Lieutenant-Governor of Guantanamo, the Captain of the District of Yateras, in that jurisdiction, and the manager of the estate "Esperanza," all considered as accomplices in the late disembarkation effected in that quarter.

In conclusion, I hope that your Honour will continue to acquaint me with all that may come to your knowledge regarding this important subject, being assured that the information will be appreciated as it deserves, and that I shall issue such instructions, in accordance with it, as may best conduce to a satisfactory result.

God preserve, &c. (Signed) ANTO. LOPEZ DE LETONA.

Inclosure 7 in No. 195.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, May* 13, 1861.

I HAVE the honour to acknowledge the receipt of your Excellency's courteous despatch of the 11th instant, in reply to mine of same date, and in virtue of the solicitude

evinced by you in that despatch to carry out faithfully, so far as lies in your power, the stipulations of the existing Treaties between our respective nations for the suppression of the Slave Trade, I have now the honour to acquaint your Excellency that it has just come to my knowledge, from undoubted authority, that a disembarkation of 1,020 Africans had been effected on the 8th instant at a small place called Macambo, about twenty leagues further up the coast than Puerto Escondido, for the same parties.

I am given to understand that their object in selecting this point was to avoid the intervention of the Guantánamo authorities, as Macambo is just beyond that jurisdiction.

The greater part of the cargo are to be brought, or are already in Guantánamo, so my information runs, and the rest are to be shipped at Baracoa per steamer "*Maysi*," for the Havana on the 19th instant.

I have no doubt but that your Excellency will be pleased to adopt the most stringent measures for the apprehension and confiscation of the Africans, and award the corresponding punishment to the parties interested in the illicit Traffic.

I have, &c.
(Signed) JAMES FORBES.

Inclosure 8 in No. 195.

The Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, May* 14, 1861.

IN virtue of your Honour's official communication of yesterday, I have adopted proper measures in order that both the respective authorities and the Commissioners I expressly dispatch in the direction of the Guantánamo and Baracoa coasts, may investigate and follow up, without desisting, whatever may turn out to be true regarding the landing of 1,020 negroes at Macambo, as your Honour states, detaining any negroes that they may find, and in other respects complying with the Treaties and laws.

God preserve, &c. (Signed) ANTO. LOPEZ DE LETONA.

Inclosure 9 in No. 195.

Circular issued by the Captain-General of Cuba, March 28, 1861.

[See Inclosure in No. 178.]

No. 196.

Consul Forbes to Lord J. Russell.—(Received August 9.)

My Lord, *St. Jago de Cuba, June* 25, 1861.

I HAVE the honour to transmit to your Lordship herewith a translation of a despatch received by me from his Excellency Governor Letona, under date of 31st May last, and a copy of my reply dated 3rd current, being a continuation of a correspondence between us relative to the suppression of the African Slave Trade recently attempted to be revived in this province.

I have, &c.
(Signed) JAMES FORBES.

Inclosure 1 in No. 196.

The Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, May* 31, 1861.

ADVISED that the schooner "*Margarita*" was coming from Havana to be fitted out here for the coast of Africa, I have taken the proper measures to prevent her clearance, and I flatter myself that the intentions of the adventurers will be frustrated.

I think fit to acquaint your Honour that, according to information received from the Lieutenant-Governors of Baracoa and Guantánamo, and the Gefe de Estado Mayor, not only is the disembarkation which your Honour advised me of as having been effected at the place called Macambo unconfirmed, but also on account of the peculiar condition of those districts, it is not probable that a landing will be attempted in the whole of that

coast. It is stated, notwithstanding, that a suspicious vessel has been in sight off several parts of the coast, and, consequently, vigilance has been redoubled.

Nevertheless, as your Honour knows my earnest desire neither to permit the Traffic in Slaves, nor to allow this eagerness to be frustrated, it having happened that the Superior Government has received anonymous notice that a landing has taken place in Baracoa with the consent of the authorities, I trust your Honour will be pleased to communicate to me anything you may know about the affair, in order that in such case I may redouble the preventive measures I have taken, or satisfy the Superior Government as to the truth of the anonymous communications before referred to.

God preserve, &c. (Signed) ANTO. LOPEZ DE LETONA.

Inclosure 2 in No. 196.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, June* 3, 1861.

I HAVE much pleasure in acknowledging receipt of the despatch which your Excellency did me the honour of addressing to me under date of 31st ultimo, relative to the schooner "*Margarita*," which arrived in this port from Havana last week, and which is supposed to be fitting out for the African coast, and destined for the Slave Trade, and have to tender you my best thanks for the prompt and energetic measures taken by your Excellency to frustrate the intentions of the adventurers.

I have to acquaint your Excellency that I have received no intelligence since the 20th ultimo, of the slaver which endeavoured to effect a disembarkation of her cargo at Macambo on 13th ultimo; she had been seen for some days afterwards cruizing off the land, and it is currently reported that she landed, somewhere on that coast, about 200 negroes in a sickly and dying state, all of whom had since succumbed to disease, brought on, in a great measure, through want of the common necessaries of life, as the vessel, it appears, was short of provisions.

I thank you sincerely for the cordial manner in which your Excellency is co-operating with me in endeavouring to carry out faithfully the stipulations of existing Treaties between our respective nations for the suppression of the African Slave Trade, and I shall have much pleasure, in compliance with your Excellency's request, in communicating to you frankly all information worthy of credence which may come to my knowledge, respecting the Traffic in Slaves which certain parties are endeavouring to revive in this province.

I have, &c.

(Signed) JAMES FORBES.

No. 197.

Vice-Consul Beattie to Lord J. Russell.—(*Received August* 29.)

My Lord, *St. Jago de Cuba, July* 31, 1861.

I HAVE the honour to inclose, for the information of your Lordship, copies of a despatch dated 8th July, addressed by Mr. Consul Forbes to Governor Letona, in regard to two reported landings of negroes, and of his Excellency's reply; also copy of an "oficio," of date the 11th July, received from the Alcalde Mayor Segundo, by Mr. Consul Forbes, and of his answer of 12th of same month.

No further correspondence has taken place on the matter.

I am inclined to think that no fresh landing has taken place in Guantánamo, but with regard to a disembarkation of slaves at Sigua, I must indorse Mr. Consul Forbes' opinion, that such a landing was effected, and, I believe I may add, to the satisfaction of all concerned.

I would call your Lordship's attention to the marked difference in the course of procedure taken by Governor Letona on the first landing of slaves in Guantánamo about the 3rd April, and that instituted by his Excellency after the Sigua landing was brought to his notice.

Six days after the illegal transaction was reported, the tardy machinery of the Alcalde's tribunal was set in motion, chiefly, I have been informed, with a view of proving the English Consul's denunciation to be unfounded. The prompt measures taken by his Excellency in the first instance were not approved of in Havana.

Your Lordship will observe by Mr. Consul Forbes' letter of the 16th July to

Mr. Consul-General Crawford that the negroes landed at Sigua were Bozals believed to have been reshipped from a leeward port of this island. If this report is correct, it only proves the impunity with which this illegal traffic is pursued, and the security from all interference on which the slave-traders calculate.

I have, &c.
(Signed) RICD. HUDSON BEATTIE.

Inclosure 1 in No. 197.

Consul Forbes to the Governor of St. Jago de Cuba.

Most Excellent Sir, *St. Jago de Cuba, July* 8, 1861.

IN fulfilment of my official duty, and in compliance with the wish lately expressed by your Excellency, I have the honour to advise, that not only is a second slaver reported to be off the coast of Guantanamo, ready for a disembarkation of slaves, but it is currently rumoured that a landing of negroes has, within a day or two, been effected in Sigua Bay.

Your Excellency will, I hope, after verifying the correctness of said reports, give such orders as will secure the confiscation of the slaves, and the punishment of the parties interested in this illegal Traffic.

I have been informed that the vessel previously seen off the port of Macambo, after landing her sick, and provisioning, proceeded to Bahia Honda, and discharged her cargo.

I have, &c.
(Signed) JAMES FORBES.

Inclosure 2 in No. 197.

The Governor of St. Jago de Cuba to Consul Forbes.

(Translation.) *Cuba, July* 9, 1861.

I HAVE received your Honour's communication of yesterday's date, acquainting me that it is currently reported in this city that a vessel is on the point of landing Bozal negroes in Guantanamo, and that another disembarkation had been effected in Sigua Bay two days ago.

On the 5th I received confidential information relative to that at Sigua, and I hastened to dispatch a Commissioner, the result of whose investigations convinces me that no landing has taken place there.

On the 7th I was informed, also confidentially, that a disembarkation was to be or was being effected in Guantanamo. I immediately advised the Lieutenant-Governor, and ordered the police to investigate the matter. The former has not replied, but the latter assures me yesterday that in the city they neither say nor know anything about it.

Notwithstanding this, and in consideration of the intelligence contained in your Honour's said communication, I again issue orders that no effort be wanting in investigating the truth.

Which I communicate to your Honour for your information and necessary effects.

God preserve, &c. (Signed) ANTO. LOPEZ DE LETONA.

Inclosure 3 in No. 197.

The Alcalde Mayor Segundo to Consul Forbes.

Office of the Alcalde Mayor Segundo of St. Jago de Cuba,
(Translation.) *Cuba, July* 11, 1861.

IN the proceedings which I institute in order to determine whether a landing of Bozal negroes has been effected or not in Sigua Bay, in consequence of a communication from your Honour under date of the 8th current, which, with others from the Governor of the Province, was received in this tribunal last night, I have thought fit to address your Honour in the present letter, in order that, should you have received further news concerning the attempt since your said communications, you may be pleased to forward it,

with all the details, stating, if there is no objection, the names of the parties who are aware of what has taken place, with as many particulars as you think can assist in determining the truth of a matter which so much concerns the tranquillity of the Province, and the good faith of the Treaties.

God preserve, &c. (Signed) EDUARDO LOPEZ PELEGRIN.

Inclosure 4 in No. 197.

Consul Forbes to the Alcalde Mayor Segundo.

Sir, *St. Jago de Cuba, July* 12, 1861.

IN reply to your Honour's oficio dated 11th current (received by me this day), requesting me to report any further information I might be in possession of, as to whether or not a disembarkation of Bozal negroes had taken place in the Bay of Sigua, I have respectfully to inform your Honour that since I addressed Brigadier Letona on the 8th current, I have no reason to believe that my information was erroneous; on the contrary, whatever result the "diligencias" now commenced in your Honour's tribunal may give, I shall probably be inclined to maintain the correctness of the statement contained in said communication.

I apprehend your Honour, in supposing that I can be called upon to name parties, and obtain for the Government details which are clearly confined to the province of the police, or other subalterns of the Government, misunderstands the nature of my Consular duty, which is fulfilled by my denouncing (as I have done) such infractions of the Slave Trade Treaties as the one in question, after which the local authority, if acting in good faith, can have little difficulty in discovering the parties engaged in such illicit Traffic, and in tracing the whereabouts of the negroes imported.

I am, &c.

(Signed) JAMES FORBES.

Inclosure 5 in No. 197.

Consul Forbes to Consul-General Crawford.

(Extract.) *St. Jago de Cuba, July* 16, 1861

I HAVE the honour to transmit, for your information, copies of a correspondence which I have had with Brigadier Letona, and the Alcalde Mayor Segundo, in regard to a reported landing of slaves at Sigua.

The number of negroes stated to have been landed is from 600 to 700, but whether they are from Africa, or from another part of this island, I am not aware.

It is rumoured that Bozal negroes which had been landed in the district of Trinidad, and found no market there owing to the crisis, had been offered for sale to parties here, deliverable in this neighbourhood. If this be true, the above may be a coastwise shipment.

The Chief of Police has resigned, and has retracted from his first assertion that a landing had taken place.

UNITED STATES.

No. 198.

Lord Lyons to Lord J. Russell.—(*Received January* 8, 1861.)

My Lord, *Washington, December* 23, 1860.

WITH reference to my despatches of the 3rd and 8th instant, I have the honour to inclose copies of a further note and its inclosures which I have received from the United States' Secretary of State, with regard to the American barque "*Buckeye.*"

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 198.

Judge Black to Lord Lyons.

My Lord, *Department of State, Washington, December* 19, 1860.

REFERRING to your Lordship's note of the 30th ultimo, relative to the case of the barque "*Buckeye,*" which vessel is charged with having been engaged in the Slave Trade, and to the reply of this Department, I now have the honour to inclose to you, for your information, the copy of a communication of the 15th instant from the Secretary of the Treasury on the subject, from which it would seem that the "*Buckeye*" belongs to the port of New York, whence, in May last, she is said to have cleared with a legitimate cargo for the West Coast of Africa, and that it has been suggested to the Secretary of the Navy to call the attention of the proper officers of the navy to the case with a view to the apprehension of the vessel.

I have, &c.
(Signed) J. S. BLACK.

Inclosure 2 in No. 198.

Mr. Thomas to General Cass.

Sir, *Treasury Department, December* 15, 1860.

IN reply to your communication of the 3rd instant, submitting copy of a note from Lord Lyons relative to the American barque "*Buckeye,*" suspected of being engaged in the Slave Trade, I transmit herewith a copy of the report of the 13th instant from the Collector of Customs at New York, to which port the said vessel appears to belong, and from whence she is stated to have cleared with a legitimate cargo for the West Coast of Africa.

Copies of Lord Lyons' note and the report of the Collector at New York have been furnished to the Secretary of the Navy, with the suggestion that the attention of the proper officers of the navy may be specially called to the case of the suspected vessel, with a view to her apprehension.

I am, &c.
(Signed) PHILIP F. THOMAS,
Secretary of the Treasury.

Inclosure 3 in No. 198.

Mr. Schell to Mr. Toucey.

Sir, *Collector's Office, New York, December* 13, 1860.

I AM in receipt of your letter of the 12th instant, inclosing a communication from the Department of State, transmitting to you copy of note from Lord Lyons in relation to a barque called the "*Buckeye*," alleged to belong to this port, and to be engaged in the Slave Trade.

I have the honour to report that a register was issued from this office to the barque "*Buckeye*," James G. Baker, sole owner, Erastus H. Booth, master, on the 18th May, 1860; that she cleared from this port for St. George del Mina, West Coast of Africa, on the 21st of May last, her manifest showing the usual trading cargo for the African coast, and the appurtenances for a return cargo of palm oil.

The flag of the United States being at the date of the sailing of the "*Buckeye*" from New York, and at the date of the visit to her on the coast of Africa by Her Britannic Majesty's officer, thirteen horizontal stripes, alternate red and white, with thirty-three white stars in a blue field, it will be seen by Lieutenant Burton's despatch that the "*Buckeye*" at the period referred to was not sailing under American colours.

The papers inclosed in your letter are herewith returned.

I am, &c.
(Signed) AUGUSTUS SCHELL.

No. 199.

Lord Lyons to Lord J. Russell.—(Received January 16, 1861.)

My Lord, *Washington, December* 31, 1860.

BEING unable to obtain an interview with the Secretary of State, who has been for the last few days almost unintermittingly in attendance at Cabinet Councils, I read to-day to Mr. Hunter, the Chief Clerk, who is acting as Assistant Secretary of State, your Lordship's despatch of the 15th instant, and containing an answer to General Cass's observations concerning the communications of Her Majesty's Government on the subject of the Slave Trade.

I placed a copy of the despatch in Mr. Hunter's hands, and he promised to call the attention of Judge Black to it without delay.

I have, &c.
(Signed) LYONS.

No. 200.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, February* 9, 1861.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter from Commodore Edmonstone, which has been communicated to me by the Board of Admiralty,* containing information relative to the captures of slave-vessels recently made by American cruizers on the African coast, and reporting the cordial co-operation that exists between the two squadrons engaged in the suppression of the Slave Trade on that coast.

I am, &c.
(Ssgned) J. RUSSELL.

No. 201.

Lord Lyons to Lord J. Russell.—(Received February 18.)

My Lord, *Washington, February* 2, 1861.

I HAVE the honour to transmit to your Lordship herewith an extract from a despatch from Governor Bayley, and a copy of a despatch from Mr. Consul Archibald,

* Class A, No. 59.

both relative to an outrage perpetrated at one of the Bahama Cays by the master of a slave-vessel wrecked in the neighbourhood, which appears to have been the American vessel "*Atlantic.*"

I have sent to Governor Bayley a copy of Mr. Archibald's despatch.

I have, &c.
(Signed) LYONS.

Inclosure 1 in No. 201.

Governor Bayley to Lord Lyons.

(Extract.) *Nassau, January* 10, 1861.

I TAKE this opportunity to apprize your Lordship of a daring outrage which was perpetrated by a slave captain on one of our islands last month. A slaver was wrecked eight or nine miles from Cay Lobos, on which the English Government have erected a light-house at a great expense. The Captain proceeded with a part of his crew to Cay Lobos, took forcible possession of the lighthouse boat, compelled (as is stated) two of our colonial schooners to assist in saving his cargo, landed his slaves on the Cay, where they remained several days, forced one of the schooners to carry him to Nuevitas, where he procured a brig, which crossed over and conveyed the slaves to Cuba.

My motive in bringing this subject to your Lordship's notice is this. From the report made by persons whom I despatched officially to the scene of the wreck it would seem that there is ground for believing that the wrecked slaver was the American vessel "*Atlantic,*" of 600 or 660 tons, commanded in December 1859 by one Davoll; that she had sailed and was equipped as a whaler, and that the new York agents of the vessel were Abranches, Almeida, and Co.

Perhaps it may be in your Lordship's power to ascertain from official or private sources whether this hypothesis be correct or not. Upon the verification of the report will, I presume, depend the action of Her Majesty's Government.

Inclosure 2 in No. 201.

Consul Archibald to Lord Lyons.

My Lord, *New York, February* 1, 1861.

I HAVE the honour to acknowledge the receipt of your Lordship's despatch of yesterday's date, inclosing an extract from a letter of Governor Bayley, of the Bahamas, and requesting me to endeavour to ascertain for Mr. Bayley's information, whether a slave-vessel wrecked on one of the Bahama cays was the "*Atlantic,*" an American vessel, of which Abranches, Almeida, and Co., of New York, were the agents.

In reply, I have the honour to acquaint your Lordship that Governor Bayley is quite correct in his supposition, and that the vessel in question was the "*Atlantic,*" an American ship, of which Abranches, Almeida, and Co., of this city, were the agents; that she had cleared from this port ostensibly on a whaling voyage, under the command of Davoll, on the 9th April, 1860. I reported to Her Majesty's Government, very shortly after the occurrence, the wreck of this vessel at the Bahamas, and the circumstances attending the transfer of her slaves to Nuevitas.

I beg leave to observe that this vessel has formed the subject of frequent correspondence between myself and the Secretary of State for Foreign Affairs, and that I am familiar with her history and movements from the time it was first resolved to employ her in the Slave Trade, to which it may perhaps be interesting briefly to advert. She first attracted my attention while at the Island of St. Thomas, nearly two years ago, from reports to me that negotiations were in progress for her purchase and employment in the Slave Trade. On her return thence to this port, she was purchased here from a naturalized American citizen named Maciel, a native of Portúgal, by Abranches, Almeida and Co., on account of the firm of San Miguel, Frangamilla, and Plà, of Havana, the real owners. The vessel was held, however, in the name of Abranches, who had become a naturalized American citizen, prior to the purchase (some time previously) of a celebrated slaver called the "*Haidee.*"

Thus owned the "*Atlantic*" was sent to New Bedford, a whaling port, to fit out ostensibly for a South Sea whaling voyage. While there, in the summer of 1859, she attracted the notice of the Federal officers, and was seized on suspicion of being a slaver.

She was detained for some time under examination. Abranches proceeded thither as her owner, and having removed or lulled the suspicions of the authorities, the ship was, on his entering into the requisite bonds, permitted to be cleared, and to proceed on the supposed whaling voyage, under the command of one Silva. I nevertheless reported her at the time as a slaver, and furnished to theSecretary of State a full description of her, and particularly of her movements.

She proceeded to Fayal, and there Silva falling sick the command of her was turned over to Davoll, who had gone out in her, and it was given out that, owing to Silva's illness and inability to proceed, the voyage was broken up and the ship would consequently return to Boston. This was but a ruse, for it was then intended that the ship should proceed to the African Coast for slaves. But the United States' Consul at Fayal, taking advantage of the announcement that the vessel was returning to Boston, placed on board of her a shipwrecked crew of about twenty men to be carried to that port. This was such an embarassment that the "*Atlantic*" actually returned not to Boston, but to this port. Here she lay inactive for some five or six months, being watched by my agents, and again cleared for a southern whaling voyage on the 9th April, 1860, under the command of Davoll,* her ownership still standing in the name of Abranches, and his house acting as her agents.

I immediately reported her departure, and kept Her Majesty's Government advised of all the intelligence I could acquire in reference to her movements. I suspected at the time that she would proceed to the Mozambique channel, and from the large size of the vessel and other circumstances I think it very probable she obtained her cargo of negroes there. At all events she escaped the vigilance of the cruizers, and next turned up at the Bahamas as the "*America.*" So soon as I heard of her wreck there, I reported the intelligence to the Secretary of State, as I have above mentioned.

Mr. Abranches left this for Havana a few days since, having returned from thence but a few weeks ago. The Mr. Plà of the Havana firm above mentioned, was, with other parties, last week imprisoned at Havana on some charge connected with the importation of another cargo of slaves, I believe that of the "*Don Juan,*" a vessel reported by me.

I have, &c.
(Signed) E. M. ARCHIBALD.

No. 202.

Lord Lyons to Lord J. Russell.—(Received February 18.)

My Lord, *Washington, February* 4, 1861.

HAVING been unable to obtain an interview with the Secretary of State, I this morning, in execution of the instruction contained in your Lordship's despatch of the 29th of December last, requested the Chief Clerk of the State Department to express to him the satisfaction with which Her Majesty's Government had learnt the effective co-operation of United States' cruizers (as evinced by recent captures) in the efforts of Great Britain for the suppression of the Slave Trade.

I have, &c.
(Signed) LYONS.

No. 203.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, March* 8, 1861.

WITH reference to Mr. Irvine's despatch of the 23rd of October last, I transmit to your Lordship herewith, for your information, copies of a correspondence between this Department and the Colonial Office, upon the subject of the suggestion that slaves captured by United States' cruizers off the coast of Cuba should be sent as free labourers to the British West Indies; and I have to instruct you again to bring this subject before the United States' Government when a favourable opportunity offers itself.

I am, &c.
(Signed) J. RUSSELL.

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* The ship was reported in some of the daily papers to be cleared by the master; in others, by J. T. Wood. The name of the master at the time of her clearance was Barker, an assumed name probably; but Davoll was the real commander.

Inclosure 1 in No. 203.

Sir F. Rogers to Mr. Hammond.

Sir, *Downing Street, February* 22, 1861.

I AM directed by the Secretary of State to transmit to you, for the consideration of Lord John Russell, the copy of a despatch from the Governor of Jamaica, transmitting a correspondence relative to slaves captured by United States' vessels and taken into American ports.

I am, &c.
(Signed) FREDERIC ROGERS.

Inclosure 2 in No. 203.

Governor Darling to the Duke of Newcastle.

My Lord Duke, *King's House, Jamaica, January* 7, 1861.

I HAVE been requested by gentlemen, who are members of the House of Assembly, interested in the successful issue of the attempts now making to augment the working population of the island, by means of immigration, to bring under your Grace's notice the inclosed correspondence between a mercantile house here and one in Baltimore, having reference to the disposal of the victims of the Slave Trade, who are taken into ports of the United States by cruizers of that nation.

2. Although the letter from Mr. Assistant-Secretary Trescot to Mr. David Gray is conclusive as to the impossibility of permitting the liberated Africans in question to be sent to a British colony in the existing state of the law upon the subject, yet it is thought possible that an alteration of the law might be accomplished as the result of a negotiation with that object by Her Majesty's Government.

3. With my knowledge of the many difficulties which at the present moment the question involves, I have felt it right to discourage the expectation that Her Majesty's Government will be disposed to engage in such a negotiation ; but the advantage which would be secured to Jamaica if the proposal could be carried to a successful issue is so manifest, that I venture to express a hope that it may, with that view, receive the consideration of Her Majesty's Government, should the objections to which I have referred hereafter cease to exist, or be materially diminished in importance.

I have, &c.
(Signed) C. H. DARLING.

Inclosure 3 in No. 203.

Messrs. A. Lindo and Brothers to Mr. Gray.

My dear Sir, *Port Maria, Jamaica, July* 24, 1860.

THE subject of want of emigration suitable to the requirements of this island is one that so deeply interests its inhabitants that their attention is naturally alive to every chance that offers to afford a source of supply. The present system, to say the least of it, is one that is very slow in its operation from the distance from which the emigrants are brought, expensive from the same cause, and from the anomaly of our having to pay the passage of the emigrants back to their own country after a short term of years, and often ineffectual, from emigrants of a description unsuited to the labour they are required to perform being brought here.

2. My attention has of late been drawn to the number of captured slave-vessels whose cargoes have in the first instance been taken to the United States, and removed thence to Liberia. I also observe that part of the press of your country begin to complain of the expensive transit of these people to Liberia, to which place, when they are taken, they seem by most reports to be more likely to retrograde to barbarism than to advance in civilization.

3. What is your opinion of the way in which your Government would meet an offer from the Government of this Island to bring these people here at our own expense as free emigrants ; do you think that such a proposal would be favourably received? The advantage of this source of emigration over the present one is incalculable, for you may fancy at what an expense we must be to bring labourers here from China and the East

Indies, as compared with what it would be to bring them from any point in the United States. The interests of the commercial community of your country are so intimately connected with this and other islands in these seas, that the furtherance of their welfare and prosperity should be an object of some national interest to you. My object, therefore, in this correspondence is not only to obtain your own views of the subject, but also to ask of you to gather from the men most likely to have a voice in the matter in your Legislature what their opinions on the subject may be. I hope you will not consider this troublesome. Any correspondence that may arise between yourself and such parties bearing on the subject will be very welcome to

(Signed) A. LINDO AND BROTHERS.

Inclosure 4 in No. 203.

Mr. Gray to Mr. Lindo.

My dear Sir, *Baltimore, October* 10, 1860.

I DULY received your favour of the 24th July: contents claimed my attention. The proposition therein touching the captured slaves or Africans I thought could not be entertained by our Government, owing to the fact that such cases are provided for in a way that leaves no discretion. In this opinion I am sustained by our venerable Secretary of State, General Cass, to whose despatch and our correspondence herewith I beg to invite your attention.

I am, &c.

(Signed) DAVID GRAY.

Inclosure 5 in No. 203.

Mr. Gray to General Cass.

Sir, *Baltimore, September* 25, 1860.

THE inclosed letter from a gentleman in the Island of Jamaica has reference to the removal of captured slaves brought to the United States. To be brief, he interrogates me thus:—"What is your opinion of the way in which your Government would meet an offer from the Government of this island to bring these people here, at our own expense, as free emigrants: do you think such a proposal would be favourably received?" Being desirous to give this gentleman a correct idea of how such a proposition would likely be entertained by our Government, I would be greatly obliged to have an expression of your views in reply thereto, if compatible with your official position.

I am, &c.

(Signed) DAVID GRAY.

Inclosure 6 in No. 203.

Mr. Trescot to Mr. Gray.

Sir, *Department of State, Washington, September* 26, 1860.

YOUR letter of the 25th instant has been received. In reply I have to state that a proposition on the part of the Danish Government, such as you refer to, has already been made to this Government, and declined. The arrangement proposed could not be entered into on account of the existence of a law of the United States which provides a positive mode of disposal for the slave cargoes of all vessels captured while in the prosecution of the African Slave Trade by United States' vessels.

I am, &c.

(Signed) WM. HENRY TRESCOT, *Assistant Secretary.*

Inclosure 7 in No. 203.

Lord Wodehouse to Sir F. Rogers.

Sir, *Foreign Office, February* 28, 1861.

I HAVE laid before Lord John Russell your letter of the 22nd instant, inclosing, for his Lordship's consideration, a copy of a despatch from the Governor of Jamaica, covering copies of a correspondence which has passed between a mercantile firm in that island and one in Baltimore relative to a suggestion on the part of the Jamaica house that the slaves captured by United States' cruizers off the Cuban Coast should be sent for liberation to the British West Indian Colonies instead of being sent back to Africa.

I am, in reply, to state to you, for the information of his Grace the Duke of Newcastle, that in the month of September last his Lordship instructed Her Majesty's Minister at Washington to propose to the United States' Government that an arrangement should be come to by which Her Majesty's Government should undertake to receive and liberate in the British Colonies in the West Indies the slaves captured by American cruizers, who are now, at a great expense, sent back to Africa.

The United States' Government declined this proposal, but Lord J. Russell will instruct Lord Lyons to bring the subject again before the United States' Government when a favourable opportunity offers itself.

I am, &c.
(Signed) WODEHOUSE.

No. 204.

Lord J. Russell to Lord Lyons.

My Lord *Foreign Office, March* 28, 1861.

I TRANSMIT herewith, for your Lordship's information, a copy of a letter from the Commander of Her Majesty's ship "Archer," which has been communicated to me by the Board of Admiralty,* reporting his having boarded the American brig "*Nancy*," for the purpose of ascertaining her nationality.

I am, &c.
(Signed) J. RUSSELL.

No. 205.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, April* 17, 1861.

IN the despatches which I addressed to your Lordship on the 28th of April and the 22nd of September last, I instructed you to endeavour to ascertain from General Cass whether the United States' Government would be willing to co-operate with Her Majesty's Government for the suppression of the Slave Trade in Cuba, by establishing a joint system of cruizing off the coasts of that island, so that a British cruizer might accompany an American cruizer, and in the event of a slaver being fallen in with furnished with American colours and papers, the American ship should capture her; whilst if she had no colours or papers, she should be lawful prize to the British ship.

I also instructed your Lordship to state to the United States' Government, that if the efforts of the American cruizers for the suppression of the Slave Trade should place at the disposal of the United States' Government a large number of rescued Africans whom it might be inconvenient to send back to Africa, Her Majesty's Government would be willing to receive them in the British West Indian Colonies, where they would find a free asylum and remunerative employment.

I have to instruct you to repeat these proposals to the present Administration. They appear to Her Majesty's Government to be well worthy of the consideration of the Cabinet of Washington, as affording practical means of dealing effectually with the Slave Trade, without interfering with the immunity of the United States' flag.

I am, &c.
(Signed) J. RUSSELL.

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* Class A, No. 69.

No. 206.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, May* 3, 1861.

I TRANSMIT herewith, for your Lordship's information, a copy of a despatch from Mr. Foote, Her Majesty's Consul at Lagos,* inclosing copy of a letter addressed to him by the Alake of Abbeokuta denying that he signed any Treaty with Messrs. Campbell and Delany, as has been asserted by them, granting to coloured American emigrants the whole of the unoccupied Egba lands, as far as they extend, for colonization purposes.

I also transmit copies of a letter and its inclosures from the African Aid Society containing explanations in regard to this matter.

I am, &c.
(Signed) J. RUSSELL.

No. 207.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, May* 25, 1860.

I INCLOSE, for your Lordship's information, the accompanying copies of a letter and its inclosures from Commodore Edmonstone,† which have been communicated to me by the Board of Admiralty, reporting upon the state of the Slave Trade upon the African Coast between the 1st of July and 31st December, 1860.

I am, &c.
(Signed) J. RUSSELL.

No. 208.

Lord J. Russell to Lord Lyons.

My Lord, *Foreign Office, July* 19, 1861.

I INCLOSE, for your Lordship's information, a copy of a letter from Commander Douglas, of Her Majesty's ship "Espoir,"‡ reporting the circumstances under which he boarded the brigantine "*African*," under American colours, for the purpose of ascertaining her nationality.

I am, &c.
(Signed) J. RUSSELL.

No. 209.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, August* 3, 1861.

I INCLOSE, for your Lordship's information, the accompanying copy of a letter from Commodore Edmonstone,§ which has been communicated to me by the Lords Commissioners of the Admiralty, reporting the circumstances under which he directed the boats of Her Majesty's ship "Arrogant," under his command to board the brigantine '*African*," under American colours, for the purpose of ascertaining her nationality.

I am, &c.
(Signed) RUSSELL.

No. 210.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, August* 8, 1861.

I TRANSMIT herewith, for your Lordship's information, copies of two despatches and of their inclosures from Sir Henry Huntley, Her Majesty's Acting Commissioner in the Mixed Commission Court at Loanda,‖ relating to the cordial co-operation of the British and American cruizers in the suppression of the Slave Trade on the African coast.

I am, &c.
(Signed) RUSSELL.

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* No. 6. † Class A, No. 72. ‡ Ibid., No. 79.
§ Ibid., No. 81. ‖ Ibid., Nos. 36 and 37.

No. 211.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, August* 16, 1861.

I INCLOSE, for your Lordship's information, a copy of a letter from Commander Douglas, of Her Majesty's ship "Espoir,"* which has been communicated to me by the Secretary to the Admiralty, reporting the circumstances attending the boarding of the American brig "*African*," of New York, on the evening of the 2nd of July last.

I am, &c.

(Signed) RUSSELL.

No. 212.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, August* 17, 1861.

I TRANSMIT to your Lordship herewith a copy of a note which I have received from Mr. Adams, the United States' Minister at this Court, conveying the thanks of the President to Her Majesty's Government, and to Commander Bedingfeld, of Her Majesty's ship "Prometheus," for the assistance rendered by that officer in the month of May last to Captain Nicholas, of the United States' ship of war "Constellation," which enabled that officer to capture the American brigantine "*Triton*," equipped for the Slave Trade.

The particulars of this capture, and the assistance rendered on the occasion by the Commander of the "Prometheus," were reported by Sir Henry Huntley, Her Majesty's Acting Commissioner at Loanda, in his despatches of the 7th and 10th of August last, copies of which were transmitted to your Lordship in my despatch of the 8th instant. You will have seen also by these despatches that Captain Nicholas, on the other hand, furnished Commander Bedingfeld with the information which resulted in the capture by the "Prometheus" of the Spanish slave-vessel "*Jacinta*."

I have to instruct you to communicate copies of Sir Henry Huntley's despatches to the United States' Government; and in doing so you will express to Mr. Seward the satisfaction with which Her Majesty's Government have learnt not only that British and United States' officers have cordially co-operated for the suppression of the Slave Trade, but that this co-operation is highly appreciated by the President of the United States. You will also request Mr. Seward to be the medium of communicating the thanks of Her Majesty's Government to the Commander of the United States' ship of war "Constellation" for the information furnished by him to Commander Bedingfeld, of the "Prometheus," which enabled that officer to capture the Spanish slave-vessel "*Jacinta*."

I am, &c.

(Signed) RUSSELL.

Inclosure in No. 212.

Mr. Adams to Earl Russell.

My Lord, *Legation of the United States, London, August* 6, 1861.

THE Undersigned, Envoy Extraordinary and Minister Plenipotentiary of the United States, has the honour to inform the Right Honourable Earl Russell, Her Majesty's Principal Secretary of State for Foreign Affairs, that on the 21st of May, 1861, the United States' ship "Constellation" discovered the American brig "*Triton*" at Punta de Lenha, which had been fitted out as a slaver.

Captain Nicholas, of the "Constellation," having no means of communicating with Punta da Lenha, intimated the fact to Captain Bedingfeld, of Her Majesty's steamer "Prometheus," who instantly placed his steamer at the disposal of Captain Nicholas, with the offer to tow a boat with as many officers and men as he desired to send. The fourth cutter of the "Constellation" was accordingly manned and towed up the river by the "Prometheus," and the "*Triton*" was taken possession of.

The President desires to express his high appreciation of the conduct of Captain Bedingfeld, on the occasion referred to. He has also instructed me to convey his thanks to Her Majesty's Government, and through them to Captain Bedingfeld, for his prompt co-operation with Captain Nicholas, by which means the slave-vessel was secured.

The Undersigned, &c. (Signed) CHARLES FRANCIS ADAMS.

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* Class A, No. 84.

No. 213.

Lord Lyons to Earl Russell.—(*Received September* 16.)

My Lord, *Washington, August* 31, 1861.

I HAVE the honour to inclose a copy of a note with which, in obedience to the instructions contained in your Lordship's despatch of the 8th instant, I have transmitted to the United States' Secretary of State copies of Sir Henry Huntley's despatches to your Lordship of the 7th and 10th of June, and of their inclosures, relative to the cordial co-operation of British and United States' Naval Officers on the West Coast of Africa.

I have in the same note requested Mr. Seward to convey to Captain Nicholas, of the United States' ship "Constellation," the thanks of Her Majesty's Government for information given by him to Commander Bedingfeld, of Her Majesty's ship "Prometheus."

I have, &c.
(Signed) LYONS.

Inclosure in No. 213.

Lord Lyons to Mr. Seward.

Sir, *Washington, August* 30, 1861.

I AM directed by Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to the Government of the United States the inclosed copies of despatches from Sir Henry Huntley, Her Majesty's Acting Commissioner at Loanda. They give an extremely satisfactory account of the results which have been produced by the cordial co-operation of British and United States' Naval Officers on the West Coast of Africa.

It appears that Captain Nicholas, of the United States' ship "Constellation," furnished Commander Bedingfeld, of Her Majesty's ship "Prometheus," with information which led to the capture of the Spanish slave-vessel "*Jacinta*;" on the other hand, Commander Bedingfeld was so fortunate as to be able to render assistance to Captain Nicholas, which contributed to the seizure of the "*Triton*," an American brigantine equipped for the Slave Trade.

Her Majesty's Principal Secretary of State for Foreign Affairs has received a note dated the 6th instant, from the United States' Minister at Her Majesty's Court, expressing the President's appreciation of the conduct of Commander Bedingfeld. And his Lordship has desired me to express to you, Sir, the great satisfaction with which Her Majesty's Government have learned not only that British and United States' officers have cordially co-operated for the suppression of the Slave Trade, but that this co-operation is highly appreciated by the President of the United States.

I am, moreover, instructed to request you to be the medium of communicating to Captain Nicholas the thanks of Her Majesty's Government for the information furnished by him to Captain Bedingfeld.

I have, &c.
(Signed) LYONS.

No. 214.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, September* 19, 1861.

I TRANSMIT to your Lordship, for your information, a copy of a letter, and its inclosures, from Commander Wratislaw to the Secretary to the Admiralty,* reporting his having boarded on the 7th and 14th of July last the American brigantine "*African*," suspected of being engaged in the Slave Trade.

I am, &c.
(Signed) RUSSELL.

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* Class A, No. 87.

No. 215.

Lord Lyons to Earl Russell.—(Received September 23.)

My Lord, *Washington, September 9, 1861.*

I HAVE the honour to inclose a copy of a note which I have received from Mr. Seward, in reply to my note of the 30th ultimo, expressing the satisfaction of Her Majesty's Government at the cordial co-operation of British and United States' officers on the coast of Africa.

I have, &c.
(Signed) LYONS.

Inclosure in No. 215.

Mr. Seward to Lord Lyons.

My Lord, *Washington, September 5, 1861.*

I HAVE the honour to acknowledge the receipt of your note of the 30th ultimo, transmitting copies of despatches from Sir Henry Huntley, Her Britannic Majesty's Acting Commissioner at Loanda, relative to the co-operation of the British and American naval forces in the suppression of the Slave Trade on the African Coast, and requesting me to be the medium of communicating to Captain Nicholas, of the United States' ship "Constellation," the thanks of Her Majesty's Government for certain information furnished by him to Captain Bedingfeld, of Her Majesty's ship "Prometheus."

In reply, I have the honour to state that I shall take great pleasure in transmitting a copy of your note to the Secretary of the Navy, for communication to Captain Nicholas.

I have, &c.
(Signed) W. H. SEWARD.

No. 216.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, October 16, 1861.*

WITH reference to your Lordship's despatch of the 10th ultimo, reporting the result of a conversation which you held with Mr. Seward, in which he informed you that measures would be taken by the United States' Government to put a stop to vessels fitting out for the Slave Trade at New York, I have to acquaint your Lordship that I have received a despatch from Her Majesty's Consul at that port, stating that great zeal and activity is now displayed by the officers of the United States' Government at New York in the apprehension of persons engaged in the Slave Trade, as well as in preventing vessels from fitting out as slavers.

I have to instruct you to express to Mr. Seward the satisfaction with which Her Majesty's Government have received this information.

I am, &c.
(Signed) RUSSELL.

No. 217.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, October 19, 1861.*

I TRANSMIT to you herewith, for your Lordship's information, an extract of a despatch from Sir H. Huntley, Acting British Commissioner at Loanda,* reporting the withdrawal of the United States' squadron on the African Coast, leaving only one corvette, the "Saratoga," under the command of Commander Alfred Taylor.

I am, &c.
(Signed) RUSSELL.

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* Class A, No. 41.

No. 218.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, November* 15, 1861.

I TRANSMIT herewith, for your Lordship's information, copies of a correspondence which has passed between the United States' Minister at this Court and myself, relating to the case of the American ship "*Nightingale*," which vessel was fitted out at Liverpool for the Slave Trade, and to the probability that slave-traders will resort to British ports to equip their vessels, now that they can no longer do so with impunity at New York.

I am, &c.

(Signed) RUSSELL.

Inclosure 1 in No. 218.

Mr. Adams to Earl Russell.

My Lord, *Legation of the United States, London, November* 6, 1861.

I HAVE the honour to submit to your Lordships' consideration copies of sundry documents which I have just received from the Secretary of State of the United States, tending to show a change in the mode of prosecuting the Slave Trade, which would seem to call for corresponding measures of repression on the part of Her Majesty's Government, in conjunction with the Government of the United States.

Doubtless, the fact has not escaped your Lordship's attention, that on the accession to office of the President of the United States, his attention was immediately called to the investigation of the truth of the allegations heretofore made, of habitual and extensive violations of the laws prohibiting the fitting out of vessels for the purpose of prosecuting this piratical trade in the ports of the United States, and especially in New York, and to the duty of directing the whole energy of the Government to the prevention of all such unlawful undertakings for the future.

So vigorous and thorough have been the operations of the public officers in this direction, that I am happy to perceive in the report of the Marshal of the District of New York to the Secretary of State, which makes one of the papers now transmitted, the confident expression of his belief that the business which is clearly shown to have been extensively carried on from that point for some time past is now completely broken up, so that the managers of it have found it necessary to devise some plan for changing the theatre of their preliminary preparations.

It will appear from the copies of the affidavits which I now have the honour to place under your Lordship's eye, that one of the new points to which the nefarious conductors of this Trade are directing their attention is the port of Liverpool, within the Kingdom of Great Britain. It is shown that American vessels are now sent to that place, apparently on a legitimate voyage, but that after their arrival and discharge of cargo, they are fitted out by British citizens with all the appurtenances necessary to the conveyance of a cargo of negroes from the coast of Africa to the West Indies. Such seems to have been the course taken with the ship "*Nightingale*," the capture of which, with the negroes on board, by a United States' vessel, has furnished the occasion for eliciting this information. The object of this application is, then, to solicit your Lordship's attention to this new view of the evil, and such co-operation on the part of Her Majesty's Government in applying a remedy as may tend to an effectual and prompt removal of it.

I trust that it is needless to assure you of the earnest interest taken by the Government of the United States in the prosecution of all judicious measures to put a stop to this, the most crying abuse of the present century; and that although circumstances beyond its control have, to some extent, impaired for a time its ability to labour in the work so far as it would desire outside of the national jurisdiction, yet that no effort shall be relaxed to redeem the reputation of the country from the stigma of any connivance or participation in such odious crime within its borders.

I am, &c.

(Signed) CHARLES FRANCIS ADAMS.

Inclosure 2 in No. 218.

Mr. Murray to Mr. Seward.

United States' Marshal's Office, Southern District of New York,
Sir, *New York, October* 12, 1861.

I HAVE the honour to submit to you the affidavits of James Williams and William Howard, citizens of the United States, James Henderson, a native of Scotland, and Charles Brown, a native of Germany, who were a portion of the crew of the American ship "*Nightingale.*" This vessel, you will perceive, was cleared at this port for Liverpool, and there fitted out for a slave voyage to the Coast of Africa. Information in my possession leads me to believe that it has not been an uncommon thing for vessels to receive their outfit in Liverpool, and sail thence on these infamous ventures. In this case the proofs are direct, and apparently conclusive.

The profits of this iniquitous Traffic are so enormous in proportion to the outlay required, that those engaged in it do not hesitate to run the risks of capture, great as they have been made by the combined action of our own and the British Governments.

No means have been left untried to secure success, and the cunning, business talent, and money which have been employed in this illicit vocation are truly surprising. The principal importers of slaves have agencies established in many countries, and not unfrequently have been in collusion with public officers, and have employed the advantages of their official position to defeat the ends of justice. Until within a few months a very large proportion of the vessels engaged in the African Slave Trade have been fitted out at this port; but the recent vigorous action of our Government, in the arrest of merchants, masters, and seamen, and the seizure and condemnation of vessels, has virtually destroyed the business here. Hence, these people are seeking securer channels, where, being unknown, for a time they may escape detection. I have information that arrangments are being perfected to transfer their operations to Liverpool and other ports, and the interests of humanity and civilization require that the British Government should be advised of this fact, lest a profession which the law of nations has stamped as piracy should unwittingly be permitted to flourish in British ports.

The affidavits herewith submitted implicate certain residents of Liverpool in fitting out the "*Nightingale*" for a slave voyage. As the Government of Her Britannic Majesty will, no doubt, prosecute these parties as soon as these facts are laid before them, the witnesses now in my custody can be retained, subject to the order of the proper authorities, after Captain Bowen and his three mates have been brought to trial. Such a course would effectually prevent the fitting out of other slavers in British ports.

It will be perceived that the slave-traders endeavour to engage crews from among Germans and others ignorant of the English language, whose citizenship does not make them amenable to our Acts of Congress.

Believing that the Government of Her Britannic Majesty is earnestly desirous of co-operating with the United States in the effectual suppression of the African Slave Trade, I have the honour to submit respectfully these facts and suggestions for your consideration.

Very respectfully yours,
(Signed) ROBERT MURRAY, *United States' Marshal.*

Inclosure 3 in No. 218.

Deposition of James Williams.

United States of America, Southern District of New York, ss.

JAMES WILLIAMS being duly sworn, deposes and says:—I am twenty-eight years of age, a native of the State of New York, and have followed the sea about thirteen years. I was one of the crew of the ship "*Nightingale,*" which was seized by the American sloop-of-war "Saratoga," in April last, on the coast of Africa, just after taking on board a cargo of negroes. I shipped on the "*Nightingale,*" Francis Bowen, master, as able seaman at New York in September 1860, but was made boatswain before we got to sea, and did boatswain's duty afterwards until we were captured.

The voyage described in the Articles was to Liverpool, thence to such ports in China, Australia, East Indies, or any part of the world, as the Master might direct, and back to a port of discharge in the United States.

The "*Nightingale,*" having on board as freight a cargo of grain, the usual quantity of

ship's store, about 20 casks of bread, and about 135 bundles of shooks, sailed from New York in said month of September, reaching Liverpool in October following. At Liverpool the grain was discharged, and the bread and shooks landed and stored.

On the passage the men were treated by the officers with great harshness, and "worked up," as it is called, for the purpose, as I believe, of causing them to leave the ship; and when we reached Liverpool, the entire crew, with the exception of myself, did leave. The "*Nightingale*" remained at Liverpool about eight weeks, and during this time, with but little attempt at concealment, was fitted out to engage in the Slave Trade.

A cargo suitable for a slave voyage was taken on board, consisting of a great quantity of dry goods, principally cheap calicoes and cotton stuffs, 900 kegs of gunpowder, a lot of old muskets and several swivel guns. A large amount of provisions for the negroes was shipped, 300 boxes of herrings, 14 casks of rice, and 25 barrels of beans. The bread, and shooks for water-casks, which had been landed, were openly re-shipped. A number of other articles peculiar to the outfit of slavers were provided: coppers used for cooking the negroes' food, six casks of hoops used in converting the shooks into water-casks, twelve sheets of iron to protect the vessel from fire when the coppers are in use, a cooper's chest and tools necessary for the cooperage of the water casks, masons' tools, bricks and mortar to make places to set the coppers on.

The usual cabin stores, wines, liquors, preserved fruits, poultry, &c., were taken on board. The crew having left, from the cause I have already mentioned, a new one, of eighteen men, was shipped, of whom but one, William Howard, was an American. The Captain, as I was informed and believed, desired to ship foreigners so as to evade the laws of the United States in case of capture. The shipping-master made especial efforts to engage Dutchmen and others, who could not speak English, and the shipping-master, as I was told by some of the crew, said publicly in sailor boarding-houses that it was all nonsense about the ship's going to China and the East Indies; that she was going to the Coast of Africa for a cargo of "niggers," and the men could make 1,000 dollars a-piece if they would go. And it finally got to be common talk that the ship was preparing for a slave voyage, so that the riggers and the pilot talked about it among the sailors. I spoke to the officers on the subject, but they assured me we were going to China and the East Indies, and my wages were raised to induce me to remain.

After we hauled out in the river, a large portion of the crew wanted to leave the ship; some who had shipped, knowing her destination, concluding they didn't wish to go on a slave voyage, and others, in consequence of what they learned after coming on board. One boy, named John Roberts, managed to get off, saying he wouldn't go slaving, but the officers prevented the others, threatening to shoot any who should attempt to leave, and not allowing boats to come near the ship. When we were ready for sea three Spaniards came on board, who afterwards on the coast acted as captain, mate, and supercargo; and a Frenchman, Onesimé Chauvin, who claimed to be, and was considered by the crew, as the owner of the ship.

We cleared in the usual manner and sailed for the coast, without having been molested or interfered with by the local authorities. The "*Nightingale*" proceeded to St. Thomas, and thence up the Congo river to Punta da Lenha, where the cargo was discharged at a regular slave factory. We remained here about three months, and at the end of this time the ship was put in readiness to receive the negroes; the various articles taken on board at Liverpool being used for the purposes already mentioned.

When everything was ready we came down the Congo, went to Cabenda Bay, about thirty miles from the mouth of the river, and on the night of the 20th April, 1861, took aboard 940 negroes, and were captured by the American sloop of war "Saratoga," the same night.

(Signed) JAMES WILLIAMS.

Sworn before me, this 12th day of October, 1861.

(Signed) J. Buchanan Henry, *United States' Commissioner.*

Inclosure 4 in No. 218.

Deposition of William Howard.

Southern District of New York, ss.

WILLIAM HOWARD, being duly sworn, deposes and says:—I am a native of the State of Massachusetts, 18 years of age, and have followed the sea about six years. I shipped as ordinary seaman on the American ship "*Nightingale*" in October 1860. I have heard the foregoing affidavit of James Williams read, and have personal knowledge

of the facts therein stated in reference to the fitting out of the "*Nightingale*" at Liverpool and her subsequent voyage, and that the said affidavit is in those respects true.

(Signed) WILLIAM HOWARD.

Sworn to before me, this 12th day of October, 1861.

(Signed) J. BUCHANAN HENRY, *United States' Commissioner.*

Inclosure 5 in No. 218.

Deposition of James Henderson.

Southern District of New York, ss.

James Henderson, being duly sworn, deposes and says: I am a native of Scotland, 16 years of age, and have followed the sea three years. I joined the American ship "*Nightingale*" at Liverpool in the fall of 1860, after the ship was ready for sea. I have heard the foregoing affidavit of James Williams read. I was one of those mentioned in said affidavit who thought the vessel was going on a slave voyage, and therefore wished to leave, and was prevented by the officers. One of the riggers told me the ship was going a "black-birding," and I was convinced that such was the case as soon as I saw the cargo. I talked with others of the crew about it, and we tried to leave the ship, but were prevented as before mentioned.

his

(Signed) JAMES ⋈ HENDERSON.

mark.

Sworn to before me, this 12th day of October, 1861.

(Signed) J. BUCHANAN HENRY, *United States' Commissioner.*

Inclosure 6 in No. 218.

Deposition of Carl Brown.

Southern District of New York, ss.

Charles Brown, being duly sworn, deposes and says: I am a native of Germany 20 years of age, and have followed the sea five years. I joined the American ship "*Nightingale*" at Liverpool in the fall of 1860. I have heard the foregoing affidavit of James Williams read. I was one of those mentioned in said affidavit who attempted to leave the ship and were prevented by the officers.

(Signed) CARL BROWN.

Sworn to before me, this 12th day of October, 1861.

(Signed) J. BUCHANAN HENRY, *United States' Commissioner.*

Inclosure 7 in No. 218.

Earl Russell to Mr. Adams.

Sir, *Foreign Office, November* 11, 1861.

I HAVE read with great interest your letter of the 6th instant relating to the Slave Trade.

I am happy to hear that the proceedings taken by the United States' Government to put an end to slave-trading enterprizes in New York have been successful.

It is not surprising that the slave-traders when driven from one haunt should seek others.

I shall direct the closest investigations into this nefarious transaction at Liverpool, and all the powers of the law shall be put in motion with a view to prosecute to conviction the perpetrators of this odious crime.

Her Majesty's Government will always be ready to co-operate with that of the United States in the prosecution of judicious measures, with a view to the extirpation of this odious Traffic, the remains of which inflict so large a portion of calamity on Africa, and are a disgrace to the age.

I am, &c.

(Signed) RUSSELL.

No. 219.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, November* 15, 1861.

I INCLOSE, for your Lordship's information, copies of a correspondence between the Commander of Her Majesty's ship "Alecto" and Flag Officer Inman, commanding the United States' naval forces on the African Coast, which has been communicated to me by the Board of Admiralty,* showing the mutual good feeling which has prevailed between the two squadrons engaged in the suppression of the Slave Trade.

I am, &c.
(Signed) RUSSELL.

No. 220.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, November* 16, 1861.

WITH reference to my despatch of the 15th instant, I have to instruct your Lordship to communicate copies of the correspondence between Commander Raby, of Her Majesty's ship "Alecto," and Flag Officer Inman, of the United States' Navy, which accompanied that despatch, to Mr. Seward, the United States' Secretary of State.

I am, &c.
(Signed) RUSSELL.

No. 221.

Lord Lyons to Earl Russell.—(*Received December* 16.)

My Lord, *Washington, December* 2, 1861.

IN a despatch dated the 11th instant, Mr. Consul Archibald reported to your Lordship that Nathaniel Gordon, master of the slaver "*Erie*," had been convicted in the United States' District Court of New York of forcibly detaining and confining negroes on board that vessel, with intent to make them slaves. This crime is pronounced by United States' law to be piracy. Sentence of death was passed upon the prisoner on the 30th ultimo.

The day appointed for the execution is the 7th of February next. The President of the United States has the power of remitting or commuting the penalty.

I have, &c.
(Signed) LYONS.

No. 222.

Earl Russell to Lord Lyons.

My Lord, *Foreign Office, December* 19, 1861.

I TRANSMIT to your Lordship, for your information, copies of a letter and its inclosures from Commodore Edmonstone,† reporting his having boarded, by the boats of Her Majesty's ship "Arrogant," the American barque "*J. J. Cobb*," to verify her nationality.

I am, &c.
(Signed) RUSSELL.

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* Class A, Inclosures in No. 91.

† Ibid., No. 94.

No. 223.

Lord Lyons to Earl Russell.—(Received December 25.)

My Lord, *Washington, December 6, 1861.*

WITH reference to your Lordship's despatches of the 15th and of the 16th ultimo, I have the honour to transmit to your Lordship a copy of a note in which I have, in obedience to your Lordship's orders, communicated to Mr. Seward copies of a correspondence between Commander Raby and Flag Officer Inman, showing the good feeling which has existed between the British and American squadrons on the coast of Africa.

I have, &c.
(Signed) LYONS.

Inclosure in No. 223.

Lord Lyons to Mr. Seward.

Sir, *Washington, November 30, 1861.*

BEING directed by Her Majesty's Principal Secretary of State for Foreign Affairs to communicate to you a correspondence between Commander Raby, of Her Majesty's ship "Alecto," and Flag-Officer Inman, of the United States' navy, I have the honour to transmit copies of it to you herewith.

It illustrates in a very gratifying manner the mutual good feeling which has prevailed between the squadrons employed by our respective Governments for the suppression of the Slave Trade.

I have, &c.
(Signed) LYONS.

No. 224.

Lord Lyons to Earl Russell.—(Received December 26.)

My Lord, *Washington, December 13, 1861.*

I HAVE the honour to inclose herewith to your Lordship a copy of a note which I have received from Mr. Seward, acknowledging the receipt of the note which I addressed to him by your Lordship's orders, and a copy of which I transmitted in my despatch of the 6th instant, communicating copies of a correspondence between Commander Raby and Flag-Officer Inman, showing the good feeling which exists between the British and American squadrons on the coast of Africa.

I have, &c.
(Signed) LYONS.

Inclosure in No. 224.

Mr. Seward to Lord Lyons.

My Lord, *Department of State, Washington, December 10, 1861.*

I HAVE the honour to acknowledge the receipt of your note of the 30th ultimo, communicating a correspondence between Commander Raby, of Her Majesty's ship "Alecto," and Flag-Officer Inman, of the United States' ship "Constellation," illustrating the mutual good feeling which has prevailed between the squadrons employed by the United States and Great Britain for the suppression of the Slave Trade, and to state, in reply, that I have furnished the Secretary of the Navy with a copy of that correspondence for the information of his Department.

I have, &c.
(Signed) WILLIAM H. SEWARD.

UNITED STATES. (*Consular*)—*Boston.*

No. 225.

Consul Lousada to Lord J. Russell.—(*Received August* 9.)

My Lord, *Boston, July* 25, 1861.

I HAVE the honour to inclose, copied from the Boston papers, a list of slavers on their way homeward with cargoes.

The article (of which this is an extract) says: "We have received reliable information from the African squadron to the effect that the following vessels have shipped cargoes of negroes on board on the coast, and sailed with them for the Western hemisphere:—

"The '*Fairie*,' said to be of New York.

"The '*Alexina*,' said to be owned by Crocker and Co., New York.

"The '*Storm King*' (an old name in the trade).

"The brig '*Martha Post*,' of Laybrook, Connecticut, said to be owned by Post and others.

"The '*Storm King*' is said to have succeeded in getting on board one of the most profitable cargoes of negroes ever shipped from the Congo river. She was neither boarded by a man-of-war, nor overhauled in any way.

"The '*Falmouth*' was reported to be getting a pretty large load of negroes."

I have, &c.

(Signed) FRANCIS LOUSADA.

No. 226.

Consul Lousada to Earl Russell.—(*Received November* 4.)

My Lord, *Boston, October* 14, 1861.

I HAVE the honour to report that the barque "*Reindeer*," which was seized at Newport, charged with fitting out as a slaver, was, with her cargo, to-day condemned by the United States' District Court at Providence, Rhode Island.

I have, &c.

(Signed) FRANCIS LOUSADA.

No. 227.

Consul Lousada to Earl Russell.—(*Received December* 16.)

My Lord, *Boston, December* 2, 1861.

I HAVE the honour to report that Captain Samuel P. Skinner has been tried at New Bedford, Massachusetts, for fitting out a ship with intent to go on a slave-voyage, and having been found guilty, has been sentenced to five years of the State prison.

This is, I believe, the first conviction and punishment for "the intent only," and coupling this fact with the sentence of death on Captain Gordon, of the "*Erie*," for having been taken with a cargo of slaves on board, which sentence is probably to be carried into effect, it would seem that the United States' Government are determined to energetically repress this horrible Traffic.

There is no doubt but that this sentence on Captain Skinner will deter many who have hitherto enjoyed impunity from repeating their ventures.

I have, &c.

(Signed) FRANCIS LOUSADA.

UNITED STATES. (*Consular*)—*Charleston.*

No. 228.

Consul Bunch to Lord J. Russell.—(*Received January* 22.)

(Extract.) *Charleston, January* 1, 1861.

IN my despatch of the 22nd ultimo, I had the honour to acquaint your Lordshi that the brig "*Bonita,*" which had been captured on the Coast of Africa by the United States' frigate "San Jacinto," had arrived here in charge of Lieutenant Foster, of the United States' Navy, and a prize crew. I remarked, further, that the "*Bonita*" was bound to Norfolk, in Virginia, but was driven into this port by stress of weather, and that she had on board the supposed master of the brig, by name Joseph Stackpole.

Upon the arrival of the "*Bonita,*" Lieutenant Foster requested instructions from Washington for his guidance; but before they reached him, a writ of *habeas corpus* had been procured, requiring him to show cause why he detained Stackpole in custody. There being no Court of the United States in South Carolina, owing to recent political events, the writ was returned before the Recorder of the city, who very properly refused to discharge the prisoner; first, because the capture was a legal one by the law of the United States; secondly, because Stackpole is a citizen of the United States, and, as such, amenable to its Slave Trade enactments; and, thirdly, because the "*Bonita*" put in here in stress of weather, and was entitled by the courtesy of nations to resume her voyage without being interfered with. He, therefore, remanded Stackpole into the custody of Lieutenant Foster, and they left the Court together.

It appears, however, that on their way to the vessel, Stackpole was, as it is alleged, rescued by a gang of men in the streets of Charleston. That he escaped from Lieutenant Foster is certain, but very grave suspicions are entertained that the whole affair was pre-arranged.

No. 229.

Consul Bunch to Lord J. Russell.—(*Received March* 25.)

My Lord, *Charleston, March* 8, 1861.

I HAVE the honour to transmit herewith to your Lordship two copies of an Act of the Southern Congress, entitled "a Bill in relation to the Slave Trade, and to punish persons offending therein."

This Act, which seems to be of a sufficiently stringent character, differs principally from the legislation of the United States on the same subject, in abolishing the punishment of death for slave-trading, and substituting lengthened terms of imprisonment and heavy fines. It also provides that "negroes, coolies, mulattoes, or other persons of colour" who may be found on board of any vessel captured for violating this Act, shall, in certain cases, be sold at public auction for the benefit of the Confederate States and of the informer.

The new Act follows the course of the United States' Law, in throwing the burden of proof upon the possessor in the case of a newly imported African, &c., who shall be found within the territory of the Confederate States.

It has often been alleged that the capital punishment, by which alone the offence of slave-trading could be punished under the legislation of the United States, acted with the juries as a bar to the possibility of a conviction. This difficulty, if it ever existed, has

now been removed, as has the stigma of "piracy" attached to the Traffic, which was supposed to offend the susceptibilities of the Southern people.

I have, &c.

(Signed) ROBERT BUNCH.

Inclosure in No. 229.

A Bill in relation to the Slave Trade, and to punish persons offending therein.

Section 1. THE Congress of the Confederate States of America do enact, that no person shall directly or indirectly import, or bring in any manner whatsoever, into the Confederate States, or the territories thereof, from any foreign kingdom, place, or country (other than the slave-holding States of the United States of America), nor from the sea, any negro, mulatto, coolie, or person of colour, with intent to hold, sell, or dispose of any such negro, mulatto, or other person of colour, as a slave, or to be held to service or labour for any length of time whatever. And any ship, vessel, or other water craft, employed in any importation as aforesaid, shall be liable to seizure, prosecution, and forfeiture, in any district in which she may be found; one half thereof, after the payment of all expenses, to the use of the Confederate States, and the other half to the use of him or them who shall prosecute the same to effect.

Sect. 2. No citizen of the Confederate States, or any other person or persons, shall, for himself or other persons, either as master, factor, or owner, build, fit, equip, load, or otherwise prepare any ship or vessel, in any port or place within the jurisdiction of the Confederate States, nor cause any such ship or vessel to sail from any port or place whatsoever within the jurisdiction of the same, for the purpose of procuring any negro, mulatto, coolie, or person of colour, from any foreign kingdom, place, or country (except as aforesaid), to be transported to any port or place whatsoever to be held, sold, or otherwise disposed of as a slave, or to be held to service or labour. And if any ship or vessel shall be so built, fitted out, equipped, laden, or otherwise prepared for the purpose aforesaid, every such ship or vessel, her tackle, apparel, furniture, and lading, shall be forfeited; one moiety, after the payment of all expenses, to the use of the Confederate States, and the other to the use of such person as shall sue for said forfeiture, and prosecute the same to effect in any Court of the Confederate States.

Sect. 3. Any person violating the first section of this Act, or any provisions thereof, or aiding or abetting others in the violation thereof, on conviction thereof shall be punished by imprisonment in the penitentiary, or common jail if there be no penitentiary, of the State where the conviction may be had, where by the laws of the State such penitentiary or jail may be used for that purpose, and if not, in such other place as may be provided by law, for a term not less than ten nor longer than twenty years; and shall, moreover, be fined at the discretion of the Court, not less than one thousand nor more than five thousand dollars. And if any person within the Confederate States shall knowingly sell, purchase, receive, conceal, remove, or aid and assist in concealing or removing, any mulatto, coolie, or person of colour, so illegally imported as aforesaid, such person shall be guilty of a high misdemeanor, and on conviction shall be punished by a fine not less than one thousand dollars, and not exceeding five thousand dollars. For all offences under this Act, each negro, mulatto, or person of colour illegally imported or sold, purchased, received, or removed knowingly as aforesaid, shall be held and considered as a separate offence.

Sect. 4. Every ship, vessel, boat, or other water craft, on which such negro, mulatto, coolie, or other person of colour, shall have been taken on board, received or transported as aforesaid, her tackle, apparel, furniture, and lading, shall be forfeited—one moiety to the Confederate States, and the other to the informer; and all negroes, mulattoes, coolies, or other persons of colour, so illegally imported, as aforesaid, shall be arrested and held by the officers of the Confederate States, to be disposed of as hereinafter directed.

Sect. 5. Every person violating the provisions, or any of them, of section 2 of this Act, shall be guilty of a high misdemeanor, and on conviction shall be punished by imprisonment, as before provided, not exceeding five years, and a fine not less than one thousand, nor more than five thousand dollars.

Sect. 6. Every negro illegally imported as aforesaid into the Confederate States, shall be arrested by the Marshal or his Deputies, or any officer of the said States charged in any manner with the execution of this Act, and shall be safely kept, subject to the disposition hereinafter provided. And the said officer shall immediately notify the President of the Confederacy of such arrest and confinement. The President shall, as soon as

possible, communicate with the Governor of the State whence the vessel in which such negroes were imported cleared, if the same be one of the United States of America, and shall offer to deliver such negroes to the said State, on receiving a guarantee from such State that the said negroes shall enjoy the rights and privileges of freemen in such State, or in any other State of the United States, or that said negroes shall be transported to Africa, and there placed at liberty, free of expense to this Government. If such proposition be rejected, or if the contingency specified above shall not have occurred, the President shall receive any proposition which may be made by any responsible persons or society, who will furnish satisfactory guarantee to the President that such negroes will be transported to Africa, and there placed at liberty, free of expense to this Government; and if no such proposition shall be made within a reasonable time, the President shall cause said negroes to be sold at public outcry to the highest bidder in any one of the States where such sale shall not be inconsistent with the laws thereof, under such regulations as he may prescribe; the proceeds of which sale, after paying all the expenses incurred by the Government in the capture, detention, and sale of such negroes, and in the prosecution of the offenders, shall be paid, one-half to the informer (if he be *bonâ fide* such), and the other half into the Treasury of the Confederate States.

Sect. 7. All proceedings under this Act, and all offences against its provisions, shall be had and prosecuted in the District Court of the Confederate States held in the State in which, or upon the waters adjacent to which, the same may occur, or into whose port the vessel may be carried. And the writs, processes, and other mandates issued from such Courts, shall run and be enforced in any State of this Confederacy, by the Marshal, or his Deputy, of the District which such State shall compose. And in the execution of this Act any Marshal or Deputy may summon as his posse any citizen or citizens of the Confederate States.

Sect. 8. All proceedings for offences committed against the provisions of this Act, or forfeitures incurred by the same, shall be barred unless commenced within five years from the time the same were committed or incurred, or from the time of the discovery of the same.

Sect. 9. No transfers of title to an innocent purchaser, with or without notice, for or without value, shall interfere with such forfeiture, but the same shall be declared at the instance of any informer. On such trials the informer or prosecutor shall not be required to allege or prove the name of master, owner, or consignee, nor the person from whom the negro was purchased, but shall only be required to satisfy the jury that such negro has been illegally imported. And on all such trials the person having such negro in possession shall be compelled to produce such negro in open Court for the personal inspection of the jury. On failure to comply with the order of the Court for such production, judgment of forfeiture shall go as of course, unless satisfactory excuse for such failure be offered to the Court.

Sect. 10. All other laws on the same subject shall be and the same are hereby repealed.

UNITED STATES. *(Consular)—New York.*

No. 230.

Consul Archibald to Earl Russell.—(Received November 25.)

My Lord, *New York, November 11, 1861.*

I HAVE the honour to report to your Lordship that the trial of Captain Gordon, late of the slaver "*Erie*," before the United States' Circuit Court, has resulted in his conviction for the crime of piracy; in other words, for forcibly detaining and confining on board the above-mentioned ship, in the Congo river, in the month of August 1860, negroes with the intention of making them slaves. I beg leave to inclose herewith printed copies of Judge Nelson's charge to the Jury, which contains an exposition of the Law of the United States relating to the crime of slave-trading, and a recital of the facts proved upon the trial of Gordon.

On the accession to power of the present Administration a vigilance and energy on the part of the Federal officers charged with the suppression of the Slave Trade, such as has never before been witnessed, began to be exercised at this port to good purpose, inasmuch as several intended slave-trading expeditions from New York and New Bedford have been prevented or broken up. But since the enactment by Congress of Laws declaring the Slave Trade to be piracy, punishable with death, this is, I believe, the first instance of a conviction of any offender in the Courts of this country. It is to no purpose to inquire how far the conviction of Gordon is due to the change of public sentiment in reference to slave-trading, caused by the existing political disturbances in this country. It is at all events satisfactory that a Law, the extreme penalty of which has even been held up as a proof of the sincerity of the United States' Government and people in their efforts to suppress the Slave Trade, has at last been vindicated in a case which, although clearly proved, is not more deserving of punishment than many preceding ones in which it seemed impossible to obtain a conviction.

Every effort will doubtless be made to prevent the sentence of death being carried into execution in this case, and probably with success. Whatever may be the result in this respect, the conviction of Captain Gordon cannot fail to have a very salutary effect, and will, in my judgment, greatly diminish the activity with which the Slave Trade has been carried on hitherto from this country. But while it may render New York a less convenient place for the inception of slave-trading expeditions, great care will be necessary to prevent the transfer of this unlawful enterprise to other and even to British ports.

I have, &c.
(Signed) E. M. ARCHIBALD.

Inclosure in No. 230.

Judge Nelson's Charge in the Case of Captain Gordon.

United States' Circuit Court, November 8, 1861.

THE case having been summed up by Counsel on both sides, Judge Nelson proceeded to charge the jury as follows:—

"Gentlemen of the jury,—We have been exceedingly anxious to submit this case to you before the adjournment, inasmuch as we have felt it a duty to require that you should be kept together during the trial. So much time has been consumed by the learned Counsel that we shall feel under the necessity of being very brief, and shall satisfy our duty in the case by calling your attention from the wide range of discussion which you have heard from

the learned Counsel on either side to the real issues involved in the case, and upon which you should confine your deliberations in determining upon the guilt or innocence of the prisoner.

"Now, gentlemen, the prisoner is indicted under the 5th section of the Act of 1820, which is, 'That if any citizen of the United States, being of the ship's company of any foreign ship or vessel engaged in the Slave Trade, or if any person whatever being of the ship's company of any ship owned wholly or in part, or navigated for or in behalf of any citizen of the United States, shall forcibly confine or detain, or aid and assist in confining or detaining, on board such vessel any negro or mulatto, with intent to make him a slave, such person shall be adjudged a pirate, and on conviction shall suffer death.'

"This is the law under which the prisoner has been indicted, and under which he must be convicted, if at all; and the various statutes which have been commented upon, and many of which have been read in your hearing, and the law which has been read from the books, have no material bearing upon the merits of the case, and may as well be laid aside and forgotten by the jury. It will be sufficient for an intelligent discharge of duty duty to look exclusively to this provision of the law.

"There are two counts in the indictment to which we shall call your attention, and to which the observations that we shall make on the law of the case will be confined. The first count is in substance that the prisoner, one of the ship's company of the ship '*Erie*,' owned in whole or in part by American citizens in the River Congo, did piratically, feloniously, and forcibly confine and detain 800 negroes on board, with intent to make them slaves.

"And the third count is, that the prisoner, a citizen of the United States, one of the ship's company of the ship '*Erie*,' a foreign vessel engaged in the Slave Trade in the River Congo, did piratically and forcibly confine and detain 800 negroes on board such vessel, with intent to make them slaves.

"Under the statute which we have read to you, in order to make out the offence against the prisoner, it is necessary on the part of the Government to prove either that he is a citizen of the United States, or that the vessel on which he served, with which he was engaged in the Slave Trade, belonged in whole or in part to citizens of the United States. If the prisoner is a citizen of the United States, then the crime charged against him of forcibly detaining these negroes may be made out if he was on board of a foreign vessel; but if he was not a citizen of the United States, but a foreigner, then in order to charge him with the crime it must appear that it was committed upon an American vessel, or at least a vessel owned in whole or in part by citizens of the United States.

"These two questions become therefore, material: first, was the prisoner at the bar a citizen? Now proof is given by two witnesses that they knew both his father and his mother in Portland, Maine, before their marriage; they were both residents of that place; the witnesses also knew them after their marriage in the same place, and knew the prisoner, the fruit of that marriage, when two or three years old. The question is, upon this testimony, Was the prisoner a native-born citizen, born in Portland or in the United States? It has been argued by the Counsel for the prisoner that there is some evidence here that the mother after the marriage was in the habit of going with her husband, who was a sea-captain, upon foreign voyages; and it is insisted that upon this state of facts the prisoner may have been born abroad. Perhaps the presumption being upon the evidence that he was born in Portland—a *primâ facie* case being made out that he was born there—the burden would rest upon him to show that he was born abroad; but we take it to be settled law that if he was born in a foreign country, the father and mother being American citizens, not having the design of removing to a foreign country, but touching at foreign countries in the course of the voyages which the father made as a sea-captain, if the father and mother were American citizens, the child, though born abroad, would still be regarded as an American citizen.

"Next, gentlemen, as to the character of the vessel. Was she an American vessel, or owned in whole or in part by American citizens? It appears that she was built in the United States, and belonged to American citizens; that she made a voyage from England to Havana, and after her arrival at Havana it is insisted that she was sold and transferred by those American citizens. We have the account from Mr. Post, who owned three-fourths of her at the time of the sale. He states that though he was not present at the time of sale, yet one of the other part-owners, Mr. Knudsen, was with the vessel as its master, and he received from Havana, in March 1860, the proceeds of the sale, and he had no but she had been sold and transferred. And perhaps on this evidence it would be difficult to deny that a sale and transfer was made of this vessel out of those American owners, so far at least as Mr. Post is concerned, and he says also that he accounted with the other part-owners for their share of the price. The difficulty in this part of the case is this:

That it is not enough to show that the title to this vessel was conveyed by these American owners in March 1860. That is not sufficient, because before any change can be made of the character of a vessel, after it has been proved that she belonged to American owners, it must appear that the transfer was made to a foreigner. To whom this vessel was transferred we have no evidence in the case. But, as I before said to you, gentlemen, it is not necessary upon this branch of the case that the prisoner should be a citizen, and also that the vessel should be an American vessel. It is sufficient if either of these facts exist, for the commission of the crime charged in the indictment.

"This brings us, gentlemen, to the merits of the case—and the question is, is the prisoner guilty or not of forcibly confining or detaining the negroes on board of this vessel in the Congo river, with the intent of making them slaves? This is the issue in the case, so far as the real merits are involved. Now, you have the evidence, on the part of the Government, of Martin, Green, Alexander, and Hetelberg, four seamen on board of the '*Erie*,' who shipped in Havana in April 1860, a short time after this alleged sale and transfer. They have detailed to you the circumstances of their employment as seamen, the cargo with which the vessel was laden at that port—some 150 or more hogsheads of liquor, a number of barrels of pork and beef, bags of beans, barrels of bread and rice, some 250 bundles of shooks, with a corresponding number of hoops, for the purpose of being subsequently manufactured into barrels or casks. Now it may be material in this case for you to inquire, in entering upon the consideration of this issue, whether this was a *bonâ fide* cargo for lawful trade and commerce, or whether it was a cargo fitted out and intended to be used in the Slave Trade.

"The vessel was of some 500 tons. If this was a fitting out for the purpose of engaging in the Slave Trade, and the prisoner at the bar had a knowledge of this intended service of the vessel, then that fact would accompany him to the Congo River, and would have its weight and its influence upon your minds as to the connexion that he had with the transaction that occurred there in receiving these negroes on board and detaining them. It may undoubtedly be assumed, without any injustice, as a matter of law, the prisoner being the master of the vessel at the port of Havana and for her voyage to the Congo River, that if this cargo was fitted out for that purpose, if it was a cargo not only proper for that purpose but intended for that purpose, he, as master, who had the control and charge of the vessel in procuring the cargo, in stowing it, and in shipping the seamen, is chargeable with a knowledge of these facts. Now, these four witnesses, whom you have seen on the stand, have detailed the progress of the voyage from Havana to the Congo, and the taking of these negroes on board, and starting from the river on the return voyage to Havana. Their testimony has been so frequently referred to by Counsel, and commented upon by them, that I shall not take up your time in going over it. The four concur in the account which they have given of the voyage. They state that after they had been out some thirty days, and after having discovered the provisions and freight on board, a suspicion arose in the minds of the sailors that the vessel might be intended for the Slave Trade, and that they disclosed this suspicion to the captain, assigning to him the reason and grounds of it. The captain, however, disclaimed any such purpose, rebuked the suspicion, and ordered them forward. They all concur in stating that after the vessel arrived in the Congo River, and while the persons connected with her and those who furnished the cargo of negroes were engaged in putting the negroes on board, the captain continued in command of her, so far as they saw. That he exercised the same control over the vessel, her management, and the putting on board of these negroes, as he had previously exercised in the course of the voyage. They also state that after the negroes were put on board, they were called aft and were applied to for the purpose of ascertaining whether they would continue to serve as seamen on the return voyage, and were told that if they would, they should be paid a dollar a head for every negro landed at Cuba. They also state, especially some of them, that the prisoner gave a direction for hoisting the anchor, and directed the course of the vessel when she came out of the river.

"These are the material facts which have been testified to by the witnesses for the prosecution. On the part of the prisoner you have the testimony of the first and second mates, who, in all these respects, with, perhaps, one exception, contradict these four witnesses. They state that after the arrival of the vessel and the discharge of the cargo, the prisoner no longer exercised any control over the management of the vessel, and that the control of the vessel and her navigation were passed over to the hands of another person, first to Mr. Hill, who died, and afterwards to Mr. Manuel, whom they regarded as the captain of the vessel, and that subsequently the prisoner had no management or control over her. One of them, the mate I think, states that he was present when the seamen were applied to, with the view of ascertaining whether they would serve on the return voyage, and his statement differs from the account given by the seamen in this:

He says that the prisoner applied to the seamen on behalf of the owners of the vessel, and that as agent, or on behalf of the owners, holding a letter in his hand at the time, which purported to be an authority, he made this offer to them for the purpose of engaging them. This is the only discrepancy, so far as regards that fact, testified to by the seamen.

"Now, as I before stated to you, if the prisoner at the bar, as master of this vessel at Havana, had a knowledge that she was fitted out, equipped and provisioned on a voyage to the Congo River, on the Coast of Africa, for the purpose of engaging in the Slave Trade, the fact of his entering upon that voyage, conducting the vessel to a foreign coast, remaining in her, coming back with her, or having started to come back with her before she was captured, this previous knowledge of the prisoner, and his engagement to navigate the vessel for that purpose, will have its influence as to the purpose for which he was found upon the vessel in the Congo River at the time the negroes were put on board; and it is entitled to whatever weight you may think it deserves in aiding or supporting the testimony of the four seamen, and will raise the question for your consideration and decision, whether or not the transfer was not a part of the original plan of carrying out this engagement of the vessel in the Slave Trade, and as such colourable, and not *bonâ fide*. This, however, is a question for your consideration and determination.

"Now we have said that in order to sustain the charge against the prisoner upon this crime, it must appear that these negroes were forcibly confined and detained on board that vessel, for the purpose of making them slaves—for the purpose of bringing them to Cuba or elsewhere to make them slaves. This word 'forcibly,' which is a material element in the crime charged, does not mean physical or manual force. Even in the crime of robbery, in which force is a peculiar element of the crime, it being the taking violently the property of another from his person, need not be accompanied with, or consist of, actual force; any conduct on the part of the offender, the robber, putting the person deprived of his goods in bodily fear and terror, is equivalent to actual force. And so in this case. These negroes were collected at the place where they were put on board in barracoons, and were there under restraint by these persons, who furnished them at the ship's side. They were in bondage at the time, and under the control of these persons, who transferred them to the vessel. They came upon the deck of the vessel in that condition, and it would be strange indeed if it was made necessary by the law that it should be shown that they made personal, physical resistance at the time against being put on board and detained on board under all these circumstances. It is sufficient that they were under moral restraint and fear; their wills controlled by this superior power exercised over their minds and bodies; and any person participating in that forcible detention, that sort of detention, is a principal participating in the guilt of the offence.

"Then, as to the intent of making them slaves. This, undoubtedly, is a question of fact for the jury. You must find it, but you can find it as an inference from the surrounding circumstances attending their being put on board and forcibly detained on board. If any other purpose, any lawful purpose, had been shown to you by the evidence in the case, undoubtedly it would have been pertinent and satisfactory for the purpose of rebutting such a presumption of intent. But in the absence of any such evidence, it is for you, gentlemen, to say whether the inference is warranted by the testimony.

"Gentlemen, I think I am through with all the observations that I deem it advisable to submit to you. I will call back your minds to the material question, so that you may look into the case with intelligence, and comprehend the real issue involved in the case, and that is, were these negroes that were put on board the '*Erie*,' in the Congo River, in August 1860, forcibly detained or confined with the intention of making them slaves, and did the prisoner, on board of that vessel at the time, participate in that confinement and detention? If he did, then he is guilty of this offence, under the statute. If he did not, then he is innocent.

"The jury, after a short absence, returned a verdict of guilty."

359

PAPERS

RELATING TO THE

OCCUPATION OF LAGOS.

Presented to the House of Commons by Command of Her Majesty, in pursuance of their Address dated May 2, 1862.

LONDON:
PRINTED BY HARRISON AND SONS.

LIST OF PAPERS.

No.			Page
1.	Treaty with the King and Chiefs of Lagos.	January 1, 1852	1
2.	Agreement with the King and Chiefs of Lagos.	February 28, 1852	2
3.	Consul Brand to Lord J. Russell	April 9, 1860	4
4.	Lord J. Russell to Consul Foote	June 22, 1861	5
5.	Acting Consul Mc Coskry to Lord J. Russell	June 7, ——	6
6.	Acting Consul Mc Coskry to Lord J. Russell Two Inclosures.	August 7, ——	7
7.	The Rev. H. Venn to Earl Russell Four Inclosures.	September 20, ——	9
8.	Earl Russell to Acting Consul Mc Coskry	September 23, ——	14
9.	Acting Consul Mc Coskry to Lord J. Russell	September 3, ——	14
10.	The Chiefs of Lagos to Her Majesty Queen Victoria Three Inclosures.	September 10, ——	15
11.	Acting Consul Mc Coskry to Earl Russell	November 8, ——	19
12.	King Docemo to Her Majesty Queen Victoria	January 10, 1862	19
13.	Acting Consul Mc Coskry to Earl Russell One Inclosure.	January 7, ——	21
14.	Consul Freeman to Earl Russell	March 8, ——	22

RETURN to an Address of the Honourable the House of Commons, dated May 2, 1862;

for—

"Copies or Extracts of any Treaty in force between this Country and Lagos on the 1st day of July, 1861;

"Of any Communications from the King of Lagos, the Consular Agents there, or Naval Officers, respecting the Cession of Lagos:

"Of any Instructions to our Consular Agents or Naval Officers respecting the Annexation:

"And, of any Memorials from the King or the Chiefs of Lagos complaining of the Annexation."

No. 1.

Treaty with the King and Chiefs of Lagos, signed January 1, 1852.

COMMODORE HENRY WILLIAM BRUCE, Commander-in-chief of Her Majesty's ships and vessels on the West Coast of Africa, and John Beecroft, Esquire, Her Majesty's Consul in the Bights of Benin and Biafra, on the part of Her Majesty the Queen of England, and the King and Chief of Lagos and of the neighbourhood, on the part of themselves and of their country, have agreed upon the following Articles and Conditions:—

ARTICLE I.

The export of slaves to foreign countries is for ever abolished in the territories of the King and Chiefs of Lagos; and the King and Chiefs of Lagos engage to make and to proclaim a law prohibiting any of their subjects, or any person within their jurisdiction, from selling or assisting in the sale of any slave for transportation to a foreign country; and the King and Chiefs of Lagos promise to inflict a severe punishment on any person who shall break this law.

ARTICLE II.

No European or other person whatever shall be permitted to reside within the territory of the King and Chiefs of Lagos for the purpose of carrying on in any way the Traffic in Slaves; and no houses, or stores, or buildings of any kind whatever shall be erected for the purpose of Slave Trade within the territory of the King and Chiefs of Lagos; and if any such houses, stores, or buildings shall at any future time be erected, and the King and Chiefs of Lagos shall fail or be unable to destroy them, they may be destroyed by any British officers employed for the suppression of Slave Trade.

ARTICLE III.

If at any time it shall appear that Slave Trade has been carried on through or from the territory of the King and Chiefs of Lagos, the Slave Trade may be put down by Great Britain by force upon that territory, and British officers may seize the boats of Lagos found anywhere carrying on the Slave Trade; and the King and Chiefs of Lagos will be subject to a severe act of displeasure on the part of the Queen of England.

ARTICLE IV.

The slaves now held for exportation shall be delivered to any British officer duly authorized to receive them, for the purpose of being carried to a British Colony, and there liberated; and all the implements of Slave Trade, and the barracoons or buildings exclusively used in the Slave Trade, shall be forthwith destroyed.

ARTICLE V.

Europeans or other persons now engaged in the Slave Trade are to be expelled the country; the houses, stores, or buildings hitherto employed as slave-factories, if not converted to lawful purposes within three months of the conclusion of this Engagement, are to be destroyed.

ARTICLE VI.

The subjects of the Queen of England may always trade freely with the people of Lagos in every article they wish to buy and sell in all the places, and ports, and rivers

within the territories of the King and Chiefs of Lagos, and throughout the whole of their dominions; and the King and Chiefs of Lagos pledge themselves to show no favour and give no privilege to the ships and traders of other countries which they do not show to those of England.

ARTICLE VII.

The King and Chiefs of Lagos declare that no human beings shall at any time be sacrificed within their territories on account of religious or other ceremonies; and that they will prevent the barbarous practice of murdering prisoners captured in war.

ARTICLE VIII.

Complete protection shall be afforded to Missionaries or Ministers of the Gospel, of whatever nation or country, following their vocation of spreading the knowledge and doctrines of Christianity, and extending the benefits of civilization within the territory of the King and Chiefs of Lagos.

Encouragement shall be given to such Missionaries or Ministers in the pursuits of industry, in building houses for their residence, and schools and chapels. They shall not be hindered or molested in their endeavours to teach the doctrines of Christianity to all persons willing and desirous to be taught; nor shall any subjects of the King and Chiefs of Lagos who may embrace the Christian faith, be, on that account, or on account of the teaching or exercise thereof, molested or troubled in any manner whatsoever.

The King and Chiefs of Lagos further agree to set apart a piece of land, within a convenient distance of the principal towns, to be used as a burial-ground for Christian persons. And the funerals and the sepulchres of the dead shall not be disturbed in any way or upon any account.

ARTICLE IX.

Power is hereby expressly reserved to the Government of France to become a party to this Treaty, if it shall think fit, agreeably with the provisions contained in Article V of the Convention between Her Majesty and the King of the French for the suppression of the Traffic in Slaves, signed at London, May 22, 1845.

In faith of which we have hereunto set our hands and seals, at Lagos, on board Her Britannic Majesty's ship "Penelope," 1st January, 1852.

(L.S.) H. W. BRUCE.
(L.S.) JOHN BEECROFT.
(L.S.) KING AKITOYE.
(L.S.) ATCHOBOO.
(L.S.) KOSAE.

No. 2.

Agreement with the King and Chiefs of Lagos, signed February 28, 1852.

Engagement between King Akitoye and his Chiefs, and British and other European Merchants trading at Lagos.

WHEREAS, at a conference held between Akitoye, King of Lagos, and his Chiefs, and the merchants and supercargoes of all the ships in the roads, it was deemed expedient, for the effectual protection of trade, to form a mutual agreement, and the following Articles were considered by all parties to be equitable:—

ARTICLE I.

That the King and Chiefs of Lagos pledge themselves that no trader shall be detained on shore, or maltreated in any way, under any pretence whatever.

ARTICLE II.

The custom to be established is to consist of a tax of 3 per cent. on imports and 2 per cent. on exports.

ARTICLE III.

That the King shall allow the traders to erect cask and store-houses on the eastern point entering the river, and as far as the passage which divides Lagos from it; and that

he shall also establish a Custom-house on the point, in a convenient situation, and appoint an officer to superintend the landing and shipping of any goods, and that he shall enact a law against any houses, &c., being erected by the natives near the before-mentioned store-houses, to prevent the possibility of fire or theft.

ARTICLE IV.

That in the event of the King or any of the Chiefs making any agreement to take goods from a ship at a certain rate, such agreement shall be binding to all parties.

ARTICLE V.

That any ship having paid, or tendered for payment, the usual custom to the person authorized to receive it, and being obliged to collect her cargo on different parts of the coast, she is, should she be absent more than three months, to pay a new custom.

ARTICLE VI.

That any vessel arriving for the purpose of trade, the supercargo, master, or consignee, on payment or tendering for payment the usual custom to the person authorized to receive it, and paying his respects to the King, provided he is not prevented by sickness from complying with the latter part of this Article, shall be allowed to commence trade and proceed without molestation.

ARTICLE VII.

That after the established tax has been paid, no person shall be allowed to impose any other tax or custom, but the party to trade in his own name, with any person or persons.

ARTICLE VIII.

That if at any time the person collecting the cargo can prove that his trade has been stopped, the King shall be held responsible for such stoppage, and pay 120 gallons of oil for every 100 tons register of the ship, for each day of the stoppage, to the ships for demurrage; the said oil to be paid within seven days after such stoppage, and to continue as long as the trade shall be stopped.

ARTICLE IX.

Should any native take any trust from traders and be unable to pay the debt, his house and property to be sold by the King, the proceeds of the sale to go towards the liquidation of the debt, and he shall no longer be allowed to trade; any persons trading with him after his name has been published, shall be liable to a fine of 1,000 gallons of oil. After the debtor has paid the debt, he can again trade.

ARTICLE X.

That the merchants settling at Lagos shall be allowed to choose their place of residence.

ARTICLE XI.

That a breach of any Article of this Agreement shall be decided upon by a Committee, as explained in the following Article, and a fine inflicted according to their judgment; the fine to be paid to the injured person.

ARTICLE XII.

That in case of any misunderstanding between the King and Chiefs and traders, it is to be settled by the party appearing before the King, and that two disinterested parties on each side shall decide upon the matter; and if a majority cannot be obtained, the King is to give a casting vote; but should the King be an interested party, a person shall be elected by the other four to give the casting vote, and their decision shall be final.

ARTICLE XIII.

It is to be understood that packs of shakes are not to be subjected to per-centage, unless landed for the purpose of sale.

ARTICLE XIV.

That a copy of this Agreement shall be delivered to the person having charge of the Custom-house, and he shall be instructed to show it to all persons entering the river for the purpose of trade.

Dated at Lagos, 28th February, 1852.

Upon further consideration the two following Articles were added :—

ARTICLE I.

That no person arriving for the purpose of trade shall be compelled to receive or provide for any persons they may consider as unnecessary to their trade.

ARTICLE II.

That the whole of this Agreement shall be publicly made known to the inhabitants of Lagos, by the proper person.

Dated at Lagos, February 28, 1862.

(Signed) AMADIE, *Austrian Merchant.*
W. DUGGAN, *English Merchant.*
FURRA, *Portuguese Merchant.*
W. SILLIS, *English Merchant.*
G. F. OITZMANN, *Supercargo and Captain of the Hambro ship "Tombola."*
KING AKITOYE.
AHGENIA.
APPELLU.
AXOBOM.
SUENAN.

Signed in my presence, at the King's House, at Lagos, February 28, 1852.
(Signed) NORMAN B. BEDINGFELD, *Lieut.-Com., H.M.S. "Jackal."*

No. 3.

Consul Brand to Lord J. Russell.—(Received May 14.)

(Extract.) *Lagos, April* 9, 1860.

THERE is a measure which, if adopted, would tend to put an end to the Slave Trade, and increase the legal commerce and industrial prosperity of this line of coast to an unlimited extent, the occupation of Lagos, either as a Possession, or by way of Protectorate.

Lagos, from being a haunt of piratical slave-dealers in 1851, has, from its geographical position, and the great resources of the countries adjoining, of which it is the natural outlet, become the seat of a most important and increasing legal trade. The value of the exports, even during the past year, by no means a favourable one, is nearly 250,000*l.* sterling, as seen by the Report which I have had the honour to transmit to your Lordship.

This place is the natural entrepôt of an immense country abounding in unlimited resources; and it is also the natural basis of operations for extending the blessings of industry, commerce, and Christian civilization to this portion of Central Africa, but it can never fully serve these great purposes under the Native Government. The increase of trade, of civilized ideas, and European interests and habits, demand that there should be such an administration of government as to give an efficient protection to property.

The progress of the place in importance must be arrested unless some provision be made for this purpose. Every increase of European civilization, in fact, every increase of the elements of prosperity, only at present makes matters worse by rendering the Government of the King and Chiefs, who are averse to all progress, and dislike whatever is different from what prevailed among their ancestors, more contemptible and intolerable; whilst in the civilized portion of the community the jealousy of sections is so great, that no practical system of administration could be framed unless presided over by a governing

head, possessed of sufficient authority to keep the discordant elements of society together. Lagos, at present, may be said to have no Government; there is no effective protection to property, no mode of enforcing the payment of debts applicable to Europeans; and the wonder is that in such a state of things there are so few disturbances.

The presence of the "Brune," inefficiently manned as she is by twenty-five kroomen, if not a source of security, is at least the symbol of protection; and I believe the removal of that vessel would, at present, be viewed as an invitation to internal disorder and external assault.

Fortifications have been spoken of, and such works could easily be raised, and at little expense, but they would be of no use unless placed under civilized command. The Native Government could turn them to no account, and would only allow them to fall into ruin, whilst, from the cause already stated, no armed force could be raised through the aid of the civilized portion of the community, without an independent governing authority whom the various jealous sections might respect.

Again, this Consulate exercises at present a feeble, irregular, and irresponsible jurisdiction over a variety of judicial, police, and even administrative matters, which have gradually been pressed within the range of its action, which occupy nearly the whole of the Consular Officer's time, but which have no relation whatever to a Consul's ordinary duties.

This jurisdiction has been acquiesced in by the various sections as matter of necessity, knowing that the Consulate is the only place where their cases will be heard with impartiality; but, in a large and increasing commercial community, there are questions of great importance affecting trade and property frequently arising, which the Consul has not the means, even if he had the authority, of dealing with in a satisfactory manner.

To do justice to this place, therefore, and to put it in a position to become what it seems by Nature intended to be in relation to this portion of Central Africa, it appears to me requisite that something should be done without delay in the way I have indicated; and I believe such a measure would be hailed with delight by the people here; and, by ensuring protection to property, and a regular administration of justice, it would give a great impulse to the prosperity of Lagos and the adjoining country.

No. 4.

Lord J. Russell to Consul Foote.

(Extract.) *Foreign Office, June* 22, 1861.

IN a former despatch I informed you that the question as to whether the Island of Lagos should be taken possession of as a British Dependency was still under the consideration of Her Majesty's Government, and I have now to inform you that this question has been decided in the affirmative.

It is not without some reluctance that Her Majesty's Government have determined, by the occupation of Lagos, to extend the number of British Dependencies on the African coast; but they have been induced to come to this determination because they are convinced that the permanent occupation of this important point in the Bight of Benin is indispensable to the complete suppression of the Slave Trade in the Bight, whilst it will give great aid and support to the development of lawful commerce, and will check the aggressive spirit of the King of Dahomey, whose barbarous wars, and encouragement to slave-trading, are the chief cause of disorder in that part of Africa.

But in carrying this determination into effect, there are several questions of importance which require consideration.

Her Majesty's Government would be most unwilling that the establishment of British sovereignty at Lagos should be attended with any injustice to Docemo, the present Chief of the island; but they conceive that as his tenure of the island in point of fact depends entirely upon the continuance of the protection which has been afforded to him and his predecessor by the British naval authorities since the expulsion of Kosoko, no injustice will be inflicted upon him by changing this anomalous protectorate into an avowed occupation, provided his material interests are secured.

It will be right, therefore, to assign him an adequate pension to be paid out of the revenue of the island, unless it should be advisable to continue him in some situation or employment under the British officer who may be appointed to administer the affairs of the island, in which case the remuneration for his services may be a sufficient provision for him without a special compensation.

If you should think it advisable at once to take temporary possession of Lagos pending

the final arrangements, you are authorized to do so; but you will carefully explain to King Docemo the motives that have induced Her Majesty's Government to take this step. You will inform him that Her Majesty's Government are not actuated by any dissatisfaction with his conduct, but that, on the contrary, they have every wish to deal with him in a liberal and friendly spirit; and that their object in taking this step is to secure for ever the free population of Lagos from the slave-traders and kidnappers who formerly oppressed them; to protect and develop the important trade of which their town is the seat, and to exercise an influence on the surrounding tribes which may, it is to be hoped, be permanently beneficial to the African race.

You will not take any steps for establishing British sovereignty until you have concerted with the Commodore in command of Her Majesty's naval forces on the African station, or with the senior officer of the Bights Division, as to the measures which may be necessary on the occasion, and it will be well that, previously to taking possession, you should obtain from King Docemo and his head men, a Treaty of Cession, duly signed and executed.

But whether you deem it advisable at once to take possession of Lagos, or to defer this step until after you have communicated further with Her Majesty's Government on the subject, you will in either case report to me fully your opinion as to the amount and nature of the compensation to be awarded to Docemo, which you will not positively fix until you have obtained the sanction of Her Majesty's Government, the arrangements which you would propose for administering the government of the island, the probable expenditure, and the amount of revenue which may be raised to meet that expenditure, and, generally, as to the effect which the change of Sovereignty may be expected to produce on the state of affairs in the island.

You will, moreover, report, after consultation with the senior naval officer on the station, as to the amount of force which will be required for the maintenance of British authority on the island, and for the protection of the place from attacks on the part of the neighbouring Chiefs.

You will bear in mind, however, that it will be the policy of Her Majesty's Government strictly to avoid all aggression upon the surrounding Chiefs, and that it is on every account desirable to keep the expedition for this purpose within the narrowest limits compatible with the safety of the place.

I have requested the Lords Commissioners of the Admiralty, to whom I have transmitted copy of this despatch, to issue instructions in conformity therewith to the officer commanding Her Majesty's naval forces on the West Coast of Africa.

No. 5.

Acting Consul Mc Coskry to Lord J. Russell.—(*Received July* 11.)

My Lord, *Lagos, June* 7, 1861.

I DEEM the establishment of a Consular guard here of so much importance that I take the liberty of calling your Lordship's attention to the subject.

The progress of Lagos in civilization is much too fast to please the Native Chiefs who pay allegiance to Docemo; they cannot compete either in mercantile or agricultural pursuits with the emigrants from Sierra Leone, Brazil, and Cuba, and the consequence is they go back to their old predatory habits, and the King is unable to control them. At present a native accused of theft, robbery, or any other offence, seeks the protection of one of the Chiefs, and refuses to face his accusers, and were the King to send men to arrest him they would be sure to commit excesses either by maltreating the person or plundering his house, and this would lead to serious disturbances, perhaps to civil war. On the other hand, were a few men of a Consular Guard accompanied by a messenger from the King and Consul sent to arrest any man, even a Chief, I am certain he would submit quietly; they already know that at least they will be treated fairly at the Consulate, and if acquitted they are free, and incur no expense. Any one, however, who renders necessary the services of the King's people, if even for his own arrest, has to pay dearly for them. With such a state of things the numerous applications at the Consulate by all classes of the population for the settlement of differences and disputes of all kinds are to be expected, and it is only when we have to call upon the King to carry out the decisions that any difficulty is experienced: this a Consular guard would obviate.

On many occasions when the Consul is absent on duty, the "Brune" may also be absent; such a time is the most likely to be seized upon for any attack on Lagos, and then

a guard at the Consulate would be most useful: they would serve to give confidence to the inhabitants and maintain order.

In all circumstances that may occur to occasion any extraordinary risk to life and property, the Consulate is the place where the best protection is expected, and which a guard can only enable it effectually to give.

I do not say that there are at present any prospects of danger in Lagos, but there are, and will be for years to come, the elements of strife between the emigrants and the aboriginal population, and it will take good management to prevent any outbreak till the fusion be complete.

The guard need not be numerous, but they ought to be good men; 30 men would be sufficient: they could be readily increased, if thought necessary, by enlisting some of the numerous runaway slaves from Whydah and neighbourhood, many of them well formed and intelligent men, who would be satisfied with less than the usual pay.

There will be no objections on the part of the King here to the establishment of the guard; on the contrary, he will be well pleased, and so will all the mercantile and industrious community.

I have, &c.
(Signed) W. Mc COSKRY.

No. 6.

Acting Consul Mc Coskry to Lord J. Russell.—(Received September 10.)

My Lord, *Lagos, August* 7, 1861.

REFERRING to your despatch of the 22nd of June last, informing me that Her Majesty's Government had decided upon taking possession of the Island of Lagos, having, on the first opportunity, communicated the purport of your despatch to Commander N. B. Bedingfeld, Her Majesty's ship "Prometheus," the Senior Officer of the Bights Division, that officer, with great promptness, brought his vessel into the river.

At a conference held on board the "Prometheus," on the 30th ultimo, we opened the subject to King Docemo, explaining to him fully the intentions of the Government in changing the anomalous protectorate into an avowed occupation; he had no arguments of any weight to urge against the proposition, and as his Chiefs were not admitted, he promised to lay the matter before them, and give his answer on the 1st August.

In the meantime we sounded the European residents and the Sierra Leone emigrants, and, with a few exceptions amongst the last, found them favourable to our views; most of them have had reason to complain of the want of protection to property under the rule of Docemo, and every year things are becoming worse instead of better. No redress of grievances could be got without bribing the people about the King's person, and no natives were admitted to his presence without paying, unless with the Consular messenger.

On the 1st of August Commander Bedingfeld and I went to the King to hear his answer; but we saw at once, on entering, that the party opposing the cession had succeeded in getting the King to refuse, which he did, on the ground that as the Treaty of Cession had been drawn up here, he did not believe Her Majesty's Government had issued the instruction upon which we were acting. Having endeavoured to satisfy him on this point we took our leave.

They then tried to intimidate us by threats, but as Commander Bedingfeld had taken measures to put down any disturbances, none occurred. We, however, thought it right, considering the aspect the affair had assumed, to inform Docemo that if before the 6th instant he had not made up his mind, we should take formal possession of the island in the name of Her Majesty, and await further instructions. There were at first threats of opposing this by force, but the precaution that had been taken, and, above all, the presence of an imposing vessel like the "Prometheus" in the river, kept all quiet. Docemo, seeing how matters went, and having himself ascertained the feeling of the European residents, called another meeting at his house, at which he requested all the Europeans and immigrants to be present to hear the proposals of the Government explained. At this time there was great excitement, but owing to the admirable arrangements that had been made, no disturbance took place, and the meeting ended satisfactorily, the second and third Articles having been added to the Treaty to satisfy the King. It was then arranged that he and his Chiefs should, next day, come to the Consulate and sign the Treaty, and be present at the ceremony of taking possession.

Yesterday an immense crowd had collected about the Consulate to witness the proceedings, and at 1 P.M. the King landed under a salute of seven guns from the

"Prometheus," anchored close by. After signing the Treaty, with four of his principal Chiefs, they were conducted to the flag-staff that had been erected outside; the Proclamation inclosed was read, and the British flag unfurled, and saluted with twenty-one guns; the National Anthem sung by a band of children from the Missionary Schools, led by Revs. Messrs. Maser, Macauley, and Sharpe; and concluded with dinner on board the "Prometheus," to which Docemo, some of his principal men, and nearly all the Europeans in the place, were invited.

I herewith transmit the Treaty of Cession, and I hope your Lordship will approve of what has been done.

The benefit to the country, and its influence on this part of Africa, will be immense; but it would not have been effected without some demonstration, as there are many about the King's person to whom the change is hateful. I am greatly indebted to the Senior Officer for his tact and judgment in assisting me in this matter; and I do not believe we should have succeeded so easily but for the presence in the river of the "Prometheus," or some similar vessel.

Your Lordship will observe that if the matter has been carried apparently somewhat against the will of Docemo, this was forced upon us by the conduct of his people; as, had we receded, they would have been convinced I was acting without authority, and would have conducted themselves accordingly; and this would not only have affected me, but nearly all the European community, they having supported me throughout. Considering this, and also the ultimate result to which we may reasonably look forward, I await with some confidence your Lordship's approval.

I have, &c.
(Signed) W. Mc COSKRY.

Inclosure 1 in No. 6.

Treaty between Norman B. Bedingfeld, Commander of Her Majesty's ship "Prometheus," and Senior Officer of the Bights Division, and William McCoskry, Esquire, Her Britannic Majesty's Acting Consul, on the part of Her Majesty the Queen of Great Britain, and Docemo, King of Lagos, on the part of himself and Chiefs.

ARTICLE I.

IN order that the Queen of England may be the better enabled to assist, defend, and protect the inhabitants of Lagos, and to put an end to the Slave Trade in this and the neighbouring countries, and to prevent the destructive wars so frequently undertaken by Dahomey and others for the capture of slaves, I, Docemo, do, with the consent and advice of my Council, give, transfer, and by these presents grant and confirm unto the Queen of Great Britain, her heirs and successors for ever, the port and Island of Lagos, with all the rights, profits, territories, and appurtenances whatsoever thereunto belonging, and as well the profits and revenue as the direct, full, and absolute dominion and sovereignty of the said port, island, and premises, with all the royalties thereof, freely, fully, entirely, and absolutely. I do also covenant and grant that the quiet and peaceable possession thereof shall, with all possible speed, be freely and effectually delivered to the Queen of Great Britain, or such person as Her Majesty shall thereunto appoint for her use in the performance of this grant; the inhabitants of the said island and territories, as the Queen's subjects, and under her sovereignty, Crown, jurisdiction, and government, being still suffered to live there.

ARTICLE II.

Docemo will be allowed the use of the title of King in its usual African signification, and will be permitted to decide disputes between natives of Lagos with their consent, subject to appeal to British laws.

ARTICLE III.

In the transfer of lands, the stamp of Docemo affixed to the document will be proofs that there are no other native claims upon it, and for this purpose he will be permitted to use it as hitherto.

In consideration of the cession as before-mentioned of the port and island and territories of Lagos, the Representatives of the Queen of Great Britain do promise, subject to the approval of Her Majesty, that Docemo shall receive an annual pension from the

Queen of Great Britain equal to the net revenue hitherto annually received by him; such pension to be paid at such periods and in such mode as may hereafter be determined.

Lagos, August 6, 1861.

(Signed) DOCEMO his ✕ mark.
TELAKE his ✕ mark.
ROCAMENA his ✕ mark.
OBALEKOW his ✕ mark.
ACHEBONG his ✕ mark.
NORMAN B. BEDINGFELD, *Her Majesty's ship "Prometheus," Senior Officer, Bights Division.*
W. Mc COSKRY, *Acting Consul.*

Inclosure 2 in No. 6.

Proclamation.

DOCEMO, King of Lagos, having ceded the sovereignty of Lagos to the Queen of Great Britain, her heirs and successors for ever, we, Norman B. Bedingfeld, Commander of Her Majesty's ship "Prometheus," and senior officer of the Bights Division; and William Mc Coskry, Esquire, Her Britannic Majesty's Acting Consul, do this day formally take possession in the name of Her most gracious Majesty Queen Victoria.

God save the Queen!

British Consulate, Lagos, August 6, 1861.

No. 7.

The Rev. H. Venn to Earl Russell.—(Received September 20.)

Church Missionary House, Salisbury Square, September 20, 1861.

My Lord,

I HAVE the honour to transmit to your Lordship three envelopes, which bear the seal of the King of Lagos, in West Africa, and have been sent to me, to be laid before your Lordship.

They have been sent by one of the native merchants of Lagos, Mr. J. P. L. Davies, who was employed by the King to negotiate with Commander Bedingfeld, and the Acting Consul, respecting the cession of Lagos to Her Majesty.

I have been long acquainted with Mr. Davies, and he has visited this country. He has furnished me with various documents from the King of Lagos to himself, which sufficiently prove that he has been authorized by the King of Lagos to forward these letters to Her Majesty's Secretary of State.

I have, &c.
(Signed) HENRY VENN,
Secretary to the Church Missionary Society.

Inclosure 1 in No. 7.

*The Chiefs of Lagos to Her Majesty Queen Victoria.**

Madam,

Onikoye Street, Lagos, August 8, 1861.

WE, the undersigned Cheifs of the Island of Lagos, in mercy beg to write this as a compliment to Her Majesty's Queen of Great Britain.

* This and the following Inclosures are printed *literatim*.

We have heard and have been eye-witnesses of many undertakens, and by that do prove that the Queen of Great Britain is such a merciful Queen, not to be compared to any Queen or Kings of the earth, safe to the Supreme Being.

In this one great undertaken we fully observ'd, first by not knowing we poor black Africans, we that savagely caught ourselves, and dispose to the slave-dealers. But through the compassion of Great Britain Queen, steam ships of war are send throughout the seas, to seize such vessels that should be found taken away slaves from Africa. The seizure of such slave-vessels many times have been made, and the slaves of which we have heard taken to British Colony, kept for some times there, only to learn wisdom; and after this they are brought to their native lands through the Queen's expenses, and here they welcome their long-lost families with joy and great mirth.

This we observe, and we all do pray that the blessing of the Almighty God may pour down abundantly upon Great Britain Queen.

The good actions of Her Majesty's Queen our late King Akitoye observe, and which led him then to cry unto the Queen for assistance when he was expelled from Lagos.

Our late King's complaint have been in the ears of Her Majesty's Queen, and after deep search into the matter have been made, it is reported that our late King have been found in the right, and that he has been driven out by the exiled Prince Kosoko.

Seeing that our late King Akitoye's case have been found to be perfect before Her Britannic Majesty's Queen, and through the compassion of Her Majesty our late King was brought to his native land, and the throne was taken from Prince Kosoko, and on the same our late King was placed by the command of the Queen, from the mouth of Her Majesty's Representative, the late Consul, J. Becroft.

The whole town of Lagos was delivered to our late King, together with the Laws and Reggulations of Her Majesty, and to this we his Cheifs have been witnesses. Till his death not one of this laws is transgressed.

After his death the late Consul, B. Campbell, who is then the Queen's Representative, took the late King's son, Prince Docemo, and set him on the throne of his father, with the command to take possession of his father's properties. Moreover, B. Campbell delivered to the new King the Laws and Reggulations which his father in his lifetime had signed with the Queen of Great Britain.

We humble beg to state that our present King Docemo have not offended against one of the least Laws or Reggulations of Her Majesty's Queen of Great Britain.

But we sympathize to say that we saw Her Majesty's ship "Prometheus" unexpectedly run in the Lagoon, and anchored, on the 25th of July. But on the 28th instant the Commander, Norman B. Bedingfeld, accompanied by William Mc Coskry, Acting Consul, came to our King, and desired his presence on board Her Majesty's ship "Prometheus" the day following. We also learn from our King that he is commanded by the said Commander that we not to come with us on board; but to this the King disagree.

The next day arrive: our King went on board Her Majesty's ship "Prometheus," and a secret was revealed to him by the Commander, which secret was that our King should give up the Island of Lagos, with all its rights, territories, &c.

To this our King would not agree. His reply was, that he will not give up the Island of Lagos; so there was no decision on the matter till the return of the King.

On the 3rd August the said Commander, N. B. Bedingfeld, accompanied by William Mc Coskry, Esq., with two brass-gun boats, and lots of well-armed marines, came over to our King, and commanded him to sign the paper, in which was drawn the following words—To give up the Island of Lagos, &c.

This paper our King would not sign, and moreover asked for permission for some time for to inform Her Majesty's Government; and this the Commander would not allow; so the King inform the Commander thus—If the white merchants or emigrants has any affairs between themselves, I do agree that it should be settled by themselves.

To this replied the Commander, If our King will be able to sign what he has before said of the merchants, he may show his presence at the British Consulate to-morrow, the 4th instant, at the hour of 11.

Such being the case, that our King went over to the Consulate the next day. But instead of what our King has told the Commander previous that he would sign, there is more words drawn together with it, and to that our King do not give consent. But Commander Bedingfeld impose on the King to sign it. So the King replied that he will not sign a paper to which he is not agreed with the contents. Then said Commander Bedingfeld to the King, if you do not sign this paper, I will brake down Lagos.

Previous to this, men, women, and children are getting into canoes, fleeing away for their lives. To prevent the Commander from fireing into the town, our King sign the paper,

and inform'd that he will write to inform Her Britannic Majesty's Queen of the whole matter, how that it was through compulsion he was made to sign the Treaty.

We, as the Cheifs of Lagos under King Docemo, take this upon ourselves to cry unto Great Britain Queen for our King Docemo. Seeing that we are enimies to all the interian Kings and Cheifs from the date that the late King Akitoye has fallen into covenant with the Queen of Great Britain, and from the time that the Treaty of the suppression of the Slave Trade is signed. This the interior Cheifs greatly abhor, and for that purpose will not agree with the people of Lagos, seeing that have no more place to dispose their slaves. But we the people of Lagos cares nothing about them so long as Britain is our back-stay.

But as the English have turned their backs towards us, we are shamefully fallen down before our enimies the slave-dealers. This induces us to cry so humbly unto Her Majesty's Queen that we are fallen down before our enimies, together with our King and people.

We therefore, in the name of the Almighty the Supreme Being, Ruler of the Universe, beg Her Britannic Majesty's Queen to raise us up, and let Her Majesty's praises be heard throughout the whole African lands.

We the Undersigned, &c.

(Signed) ONIKOYI his ✕ mark.
(And 24 others.)

Inclosure 2 in No. 7.

King Docemo to Her Majesty Queen Victoria.

Madam, *King's Palace, Lagos, August* 8, 1861.

THE King Docemo, of Lagos, do send this, a sort of compliment to Her Majesty Queen of Great Britain.

The Queen of Great Britain, as I observe, have done, and are still doing, much for we poor black Africans, the thanks of which we are not able to return to the Queen of Great Britain.

Moreover, the goodness that the Queen has shown to my father is an unexpressable one.

That by bringing him home, and replace him on his father's throne, and gave him back his former lands, with all the rights thereof, &c.

The rule, reggulations, of the Queen of England were delieved to him, in which part was found that "the successions to be secured to his heirs males." In obedience to which I have been placed on the Throne, after my father's death, by the late Consul B. Campbell.

The rules, reggulations, between Her Majesty's Queen and my late father Akitoye were delievered to me, and I am still guided by them.

But unexpectedly Commander N. B. Beddingfeld, Her Majesty's ship "Prometheus," ran down in the lagoon on the 25th July.

But on the 28th instant, the said Commander, accompanied by Wm. Mc Coskry, Esq., the Acting Consul, to my Palace, and requested me to call on him the next day on board Her Majesty's ship "Prometheus," on a very strict command that I am not to come on board with my Cheifs, neither captains. I rejected this advice of the Commander, and at last both of us come to a term that, that if I should come with them at all, I must leave them behind me; the Commander speaks, moreover, that it is because he has a secret to tell me.

Such being the case, that I made ready myself on the 29th, with my Cheifs, and went on board the said "Prometheus," where I was informed, by the said Commander Norman B. Beddingfeld, to sign a Treaty, the which I have not heard nothing of previous, neither seen; but all at once I am commanded to sign it. I inquired of the contents, and am informed that the Treaty contains "the given up of Lagos to Her Majesty's Queen, with all its rights, territories," &c. This I reject the signing off.

Seeing I have a strong faith on Her Majesty's Queen, that had Lagos being wanted the Queen might not have taken it, and given it to my father. This induces me to reject the signing of the paper.

As men, women, children, and youths, were in great disturbances of the annoyances that Commander Bedingfeld is preparing to fire in the town, simply because I refuse to sign the paper he brought me.

This annoyances on the town leads me to sent to Commander Bedingfeld to require his presence at my palace.

The answere was returned that as he is coming over to my palace, he is coming with troops; that he has heard of my preparations to fight. I send again the bearer to inform Bedingfeld, the Commander, that, that there is no danger within my intentions, and that I only wanted to see him. On the 3rd August, at the space of some hours after this message was gone, Bedingfeld, accompanied by Wm. Mc Coskry, with two brass-gun boats, armed Marines, as if they were ready for to rush into a battle. Commander Bedingfeld come to me in such a warlike way that I inquired of the reason; his reply was that I have heard that you are prepared to fight me, therefore come I forth with my troops.

Then said I unto him, what strength have I to stretch my hands against the Power that set me on the Throne? He then desired me to sign the paper which have been previous refused to be signed by me. Being he is so much imposed upon me, I was oblige to tell him that if any merchant or emigrants has affairs between themselves, that it should be settled by themselves. To this replied the said Commander, if the King will sign what he has now spoken, let him call on the British Consulate to-morrow, the 4th instant, at the hour of 11.

The next day arrive, I went over to the British Consulate, but instead of the Commander give me to sign what I have before mention'd to him in my palace, he brought before me a paper in which was written the things that are not to my consent, and the which I refuse to sign.

But the Commander imposed on me to sign it, and if I do not he is ready to fire on the Island of Lagos, and to destroy it in the twinkling of an eye.

To prevent this destruction induces me to sign the said paper, and in order to keep my people from running away; for I in the mean time have a thought to appeal to Her Britannic Majesty's Queen afterwards, and the which I herewith have done.

I, King Docemo, of Lagos, deeply sorry to bring this complaint before Her Majesty's Queen of Great Britain, seeing there is no other King upon earth on whom I rely safe Great Britain Queen, and by her command I am set on my father's throne. But Commander Norman B. Bedingfeld and Wm. Mc Coskry, in their wishes that I should be dethroned by compelling me to sign a Treaty, which was not to my consent, and the duplicate of which I herewith inclosed to your Majesty.

By this I stretch forth my hands to Her Britannic Majesty's Queen. O! save me! Let not mine enemies pull me down.

I pray for the blessing of God to rest abundantly upon Great Britain Queen. May God make her powers stretch forth even to the four corners of the earth, and then may her enimies fall down before her.

So then may her reign be prosperous, and long may she live to see the prosperity of African race; yea, the sons and daughters of Africa shall triumph in the glory of Great Britain Queen.

With this, I beg, &c.

(Docemo's Seal.)

Inclosure 3 in No. 7.

Treaty between Commander Bedingfeld, R.N., and Acting Consul Mc Coskry, and Docemo, King of Lagos, signed at Lagos, August 6, 1861.

[See Inclosure 1 in No. 15.]

Inclosure 4 in No. 7.

Petition from certain Natives of the Island of Lagos.

To the Queen's Most Excellent Majesty.

Madam, *Lagos, August* 8, 1861.

WE, the Undersigned, common people of the Island of Lagos, in mercy beg to write this as a compliment to Her Majesty's Queen of Great Britain.

We have heard, and have been eye-witnesses of many undertakens, and by that do prove that the Queen of Great Britain is such a merciful Queen not to be compared to any Queens or Kings of the earth, safe to the Supreme Being.

In this one great undertaken we fully observe, first by not knowing we poor black Africans, we that savagely caught ourselves, and dispose to the slave-dealers. But through

the compassion of Great Britain Queen, steam-ships of war are sent out throughout the seas to seize such vessels that should be found taken away slaves from Africa. The seizure of such slave-vessels many times have been made, and the slaves of which we have heard taken to British colony, kept for some times there, only to learn wisdom; and after this they are brought to their native lands, through the Queen's expenses, and here they welcome their long-lost families with joy and great mirth. This we observe, and we all do pray that the blessing of the Almighty God may pour down abundantly upon Great Britain Queen.

The good actions of Her Majesty's Queen our late King Akitoye observe, and which leads him to cry unto the Queen for assistance, when he was expell'd from Lagos.

Our King's complaint have been in the ears of Her Majesty's Queen, and after deep search into the matter have been made, it is reported that our King have been found in the right, and that he has been driven out by the exiled Prince Kosoko.

Seeing that our late King Akitoye have been found to be perfect before Her Britannic Majesty's Queen, and through the compassion of Her Majesty's Queen our late King Akitoye was brought to his native land, and the Throne was taken from Prince Kosoko, and on which our late King was placed by the command of the Representative of Her Majesty's Queen (Consul J. Becroft).

The whole town of Lagos was delieved to him, together with the laws and reggulations of Her Britannic Majesty's Queen; and to this we have been witnesses, that our late King did not transgress till his death.

After his death the late Consul B. Campbell, who is then the Queen's Representative here, took the late King's son, Prince Docemo, and set him on the Throne of his father, with the command to take possession of his father's properties; moreover, B. Campbell delieved to the new King the laws and reggulations which his father in his life-time had signed with the Queen of Great Britain.

We humble beg to state that our present King Docemo have not offended against one of the least laws or reggulations of Her Majesty's Queen.

But we sympathize to say that we saw Her Majesty's ship "Prometheus" unexpectedly run in the Lagoon, and after she had lain there three days previous, the Commander, Norman B. Bedingfeld, accompanied by Wm. McCrosky, Acting Consul, came to our King on the 28th July, and desired his presence on board Her Majesty's ship "Prometheus" the next day; our King is also requested by them to come without the Cheifs and captains. To this the King would not agree, and it was at last decided that if he should come with them, he, the King, may leave them behind, for the Commander says he has a secret to tell the King.

The next day arrive; our King went on board Her Majesty's ship "Prometheus," and the secret was revealed to the King by the Commander, and which secret was that the King may give up the Island of Lagos, with all its rights, territories, &c.

To this our King would not agree; his reply was that he will not give up the Island of Lagos; so there was no decision of the matter till the return of the King.

On the 3rd instant the said Commander, N. B. Bedingfeld, accompanied by Wm. McCoskry, with two brass-gun boats and lots of well-armed marines, came over to the King's, and commanded him to sign the paper in which was drawn the following words—"To give up the Island of Lagos," &c. This, again, the King would not sign, and, moreover, asked for permission for some times first to inform Her Britannic Majesty's Queen. This the Commander would not allow; so the King inform the Commander thus—if the white merchants or emigrants has any affair, let them settle it between themselves. So the Commander replied, if the King would sign what he has now said, he may show his presence at the British Consulate to-morrow, the 4th instant. Such being the case, that the King went to the Consulate the next day, instead of what the King has told the Commander previous that he would sign, there is drawn in the paper more words that the King knows nothing of, and Commander N. B. Bedingfeld impose on the King to sign it. But the King replied that he will not sign a paper to which he is not agree with the contents; so Commander Bedingfeld replied if the King will not sign the paper, he will brake down Lagos.

Previous to this, men, women, and children, are getting into canoes, fleeing away for their lives.

To prevent the fight between the Commander and the King, the paper was signed by our King, who informs us that he will write to inform Her Britannic Majesty's Queen about the whole matter; how that it was through compulsion he, the King, was made to sign the paper.

We, as the common people in the King's dominion, take it upon ourselves to cry unto Great Britain Queen for our King Docemo. Seeing that we are enimies to all the

interior Chiefs, from the date that the late King Akitoye has fallen into a covenant with the Queen of Great Britain, and from since the time of the signing of the Treaty that contains the suppression of the Slave Trade; this the interior Chiefs greatly abhor, and for that purpose will not agree with the people of Lagos, seeing they have no more places to dispose their slaves. But we, the people of Lagos, cares nothing about them so long as Britain is our backstay.

But as the English have turned their backs towards us, we are shamefully fallen down before our enimies the slave-dealers.

This induces us to cry so humble unto Her Britannic Majesty's Queen, that we are fallen before our enimies, together with our Chiefs and King.

We, therefore, in the name of the Almighty the Supreme Being, Ruler of the Universe, beg Her Britannic Majesty's Queen to raise us up, and let Her Majesty's praise be heard throughout the whole African lands.

We, the Undersigned, &c.

(Signed) EDON his ⋈ mark.

(And 81 others.)

No. 8.

Earl Russell to Acting Consul Mc Coskry.

Sir, *Foreign Office, September* 23, 1861.

I HAVE received your despatch of the 7th ultimo, reporting the steps which you took, in conjunction with Commander Bedingfeld, of Her Majesty's ship "Prometheus," to effect the occupation of Lagos, and inclosing a Treaty signed by the King and Chiefs of Lagos, ceding that island and its dependencies to Her Majesty; and I have to convey to you my approval of your proceedings, and of your having adopted the title of Acting Governor of Lagos.

I am, &c.

(Signed) RUSSELL.

No. 9.

Acting Consul Mc Coskry to Lord J. Russell.—(Received October 12.)

(Extract.) *Lagos, September* 3, 1861.

I AM happy to report that since the cession of this place everything has gone on quietly, and our relations with the surrounding Chiefs are satisfactory. We are, however, much in need of a person in Abbeokuta to look after our commercial interests; there are numerous complaints against subjects of Abbeokuta, and it is most difficult, by letters or messengers, to put the matter in such a light before the Alake that offenders are brought to justice. The country being at war is the excuse given for many irregularities complained of, and it may be so to some extent; but I have great hopes that when the British Government have an accredited Agent resident in Abbeokuta, we might succeed in stopping both the war and the evils to which it gives rise.

I have been given to understand that Docemo, by the advice of some emigrants from Sierra Leone, has taken some steps to induce the British Government not to take possession of Lagos. I have little fear that any argument he or his friends can use will have the effect of altering your determination, but it is my duty to inform you that Docemo himself is not the mover in the matter.

It is needless for me to recapitulate the arguments in favour of having Lagos under British rule; all my predecessors have found that due protection to property, life, and liberty could not be secured under native rule, and the native laws and customs in reference to slaves are quite incompatible with any great progress towards civilization.

No. 10.

*The Chiefs of Lagos to Her Majesty Queen Victoria.—(Communicated to Earl Russell by the Rev. H. Venn, October 28.)**

Madam, *Lagos, September* 10, 1861.

WE, the Undersigned, Cheifs of Lagos, send this as a compliment again to Her Majesty. We have heard, and observe in several instances, that the Queen of Great Britain is such a merciful Queen as not to be compared to any in the earth.

We observed one particular undertakens of Her Majesty: that having known we poor black African, we that often raises war against ourselves, fight, kill, and the remnant we dispose to the slave-dealers. But through Her Majesty's good actions, the slaves are taken from their purchasers and carried to British Colony, and are there set at liberty. They were in the meantime made to observe wisdom and instruction. After this they were brought to their native lands by the expencise of Her Majesty.

The emancipated reached their homes, meet their parents in sound health, and they all began to be merry. This we observe, moreover, several other instances which induces us all to join our voices in one solemn prayer that the blessing of God may rest on Great Britain Queen.

Be it known to Her Majesty that her good undertakens our late King Akitoye observe; and when he is in a troubled state, induces him to appeal to Her Majesty for assistance. The whole complaint of our late King has been heard, and it was proved to be, in fact, he was the right heir of the Throne, and that he was driven from it by the exiled Prince Kosoko.

Her Majesty the Queen of Great Britain observ'd that our late King has been perfect in all his complaint; induced her to send him with a full command to be replaced on his former Throne. His former villages or places belonging to him were given up to him; moreover, the laws of Great Britain were placed in his hands by Her Majesty's Representative, the late Consul J. Becroft; the said law of which we do prove that till his death never transgress.

After his death, the late Consul B. Campbell, by the command of Her Majesty, took his son, Docemo by name, and set him on the throne, and gave him the afore-mention'd laws of Great Britain which his father had left, the least of which our present King do not set apart.

But unexpectedly, the 28th July last, we saw Commander Norman B. Bedingfeld, of Her Majesty's ship "Prometheus," and Wm. McCoskry, Acting Consul, came to our King. We afterwards learn that his presence is wanted on board Her Majesty's ship "Prometheus" the following day. He is requested to call on board the said steamer without his Cheifs and Captains; but his reply is, he will not come alone. Notwithstanding this, the Commander replied, that if the King chooses to call over, he may left the said Cheifs and Captains behind.

Seeing that he, Commander Bedingfeld, have a secreet word to inform the King, the next day, being the 29th, our King went on board the said steamer, and the secreet word was discovered to him, *i. e.*, our King must give up the Island of Lagos, with all "the rights, profits, territories," &c. This was drawn in a paper, and Commander Bedingfeld requested our King to sign it, but he rejected. There is no decision made that day previous to our King's return.

On the 3rd August last the said Commander and Wm. McCoskry call on the King with two brass-gun boats, well armed marines, and commanded the King to sign the said paper or Treaty he has refused to sign on board Her Majesty's ship "Prometheus;" this the King would not consent to do. For some time previous the King has asked the Commander for permission to write to Her Majesty respecting the said Treaty, but it was disregarded. Seeing that the Commander impose so much on the King to sign the said Treaty, he was obliged to tell him that he agree to one thing, *i. e.*, if any white gentleman or emigrant in the island has any affairs, that it should be settled by themselves. After this the Commander requested the King to call on him at the British Consulate the following day, as to sign what he consented to. Such being the case that the King went there the next day; but instead of what he was call'd for, the Commander brought before him the one he had previous refused to sign, and bade him sign it, or else he will instantly discharge fire on the island.

To prevent the Commander from fireing to the land, and to keep back those that intent to leave the island on account of the confusion, induces him to sign the Treaty.

We afterwards learn from him that he was obliged the more to sign the Treaty in order to be permitted to write to Her Majesty.

* This and the two following letters are printed *literatim*.

Dear Madam,—We are very sorry to bring to Her Majesty's notice that all the interior Cheifs were enemy to us; the particular reason is, because our late King Akitoye had fallen into a covenant with the Queen of Great Britain, and he had signed the Treaty for the Suppression of the Slave Trade, which the interior Chiefs dislike. The fact is, they have no more convenient place or port as that of the Island of Lagos to dispose their slaves.

But as we are now receiving such hard treatment as that from Commander Norman B. Bedingfeld, of Her Majesty's ship "Prometheus," we say Great Britain now turned her back towards us. And, yea! we are falling down before our enemies the slave-dealers.

This induces us to cry unto Her Majesty that we are droping down before our enemies, together with our King and people.

Therefore we, in the name of God, beseech Her Majesty the Queen of Great Britain to raise us up, and let not our adversaries triumph over us. Yea! Her Majesty's praises shall be heard throughout the whole African lands.

With this, we beg, &c.

(Signed) his ONIKOYI ⋈. mark.
(And 23 others.)

Inclosure 1 in No. 10.

Petition from certain Natives of the Island of Lagos.

To the Queen's Most Excellent Majesty.

Madam, *Lagos, September* 10, 1861.

WE, the undersigned common men of the Island of Lagos, do send this again, as a compliment to Her Majesty the Queen of Great Britain.

We have heard, and observe in several instances, that Her Majesty is a merciful Queen, not to be compared to the rest Queens or Kings of the earth, safe to the Supreme Being.

Her Majesty's actions we observed first was, by not knowing we poor black Africans, we that often raise war against ourselves, fight, kill, and the remnant we sold to the slave-dealers. But through Her Majesty's good actions the slaves are taken from the slave-dealers, and are carried to British Settlement, where they were made free; moreover, they were made there to observe wisdom and instruction. After this they were brought to their native lands by the expencise of Her Majesty.

The emancipated reached their homes, met their parents, in sound health, and they all began to be merry. This we observe, moreover, several others of the sort, which induces us all to join our voices in one solemn prayer, that the blessing of God may rest on Great Britain Queen.

N.B.—That such good actions of Her Majesty our late King Akitoye observe, and when he is in trouble do beseech Her Majesty for assistance, and the which has been granted.

Her Majesty have heard the whole complaint of our late King, and have deeply search into the matter, and it was found to be in fact he was the right heir of the Throne, and that he was driven out by the exiled Prince Kosoko. Her Majesty Queen of Great Britain observ'd that our late King has been perfect in his complaint. This leads Her Majesty's good wishes to bring our late King Akitoye to his home, and replaced him on his former Throne. Moreover, the laws of Great Britain is placed in his hands, which we do prove that till his death never transgress.

Previous to this, by the command of Her Majesty, the whole town or villages of our late King were delivered to him by the hand of the Queen's Representative, namely, the late Consul J. Beecroft.

After our King's death, the late Consul B. Campbell, by the command of Her Majesty, took his son Docemo and place him on the Throne of his father; also he gave him the laws of Great Britain, which his father had left. We humble beg to state that we have not heard that our present King brake any of the laws of Great Britain, Britain Queen.

But on the 28th July last we saw unexpectedly Commander Norman B. Bedingfeld, of Her Majesty's ship "Prometheus;" and Wm. Mc Coskry, Acting Consul, came to our King. We afterwards learn that our King's presence is wanted on board Her Majesty's ship "Prometheus" the following day. He is requested to call on board the said steamer without his Cheifs and Captains; but his reply is that he will not come alone. Notwithstanding this, the Commander replied that if the King choose to come he may left the said

Cheifs and Captains behind him, seeing that he, Commander Bedingfeld, has a secreet word to tell the King.

On the next day, the 29th, our King went on board the said steamer, and the secreet word was discovered to him by Commander Bedingfeld; that is, our King must give up the Island of Lagos, with all the "rights, profits, and territories," &c. This was drawn in a paper, and our King is requested to sign the same; and we were witnesses to the same that our King refuses to sign the said paper or Treaty. There is no decision made till our King's return.

On the 3rd of August last, the said Commander and Wm. Mc Coskry came over to our King with two brass-gun boats, well-armed Marines, and commanded the King to sign the said Treaty that he has refused to sign on board Her Majesty's ship "Prometheus;" but our King would not. Previous to this, the King asked the Commander for permission to write to Her Majesty respecting the same, but it was disregarded.

Seeing that the Commander impose so much on the King to sign the said Treaty, he was obliged to tell him that what he agree to is this: that if the white gentlemen and emigrants in the town has any affairs between themselves, let it be settled by themselves.

After this the King was called to the British Consulate to sign what he agree to; but instead of that, the Commander brought before him the rejected Treaty, and told him then that, whether he wish to sign or not, he is ready to take the Island of Lagos by compulsion.

To prevent the Commander from fireing in the town, and to keep his people from running away for specified time, induces him to sign the said Treaty. We after this learn from the King that he was obliged the more to sign the Treaty in order to be permitted to write to London to Her Majesty.

Dear Madam, we are extremely sorry to state that all the interior Cheifs were our enimies. The reason is, because our late King Akitoye had, as it were, fallen into a covenant with the Queen of Great Britain, and had signed the Treaty for the suppression of the Slave Trade, which the interior Cheifs dislike, seeing they have no more convenient places to dispose of their slaves.

But as we are now receiving such hard treatment as that from Commander N. B. Bedingfeld, of Her Majesty's ship "Prometheus," we say, Great Britain now turned her back towards us; and yea! we are falling down before our enimies the slave-dealers.

This induces us to cry unto Her Majesty that we are droping down before our enimies, together with our King, Cheifs, and Captains. Therefore we, in the name of God, beseech Her Majesty the Queen of Great Britain to raise us up, and let not our enimies triumph over us. Yea! Her Majesty's praises shall be heard throughout the whole African lands.

We beg, &c.

(Signed) EDON his ⋈ mark.

(And 79 others.)

Inclosure 2 in No. 10.

The Chiefs of Lagos to Her Majesty Queen Victoria.

Madam, *Lagos, September* 10, 1861.

WE, the Undersigned, Cheifs of Lagos, send this as a compliment to Her Majesty.

We herewith beg to state, that since we have written last to Her Majesty, till this present, the island is not at ease. There is much disquietness in the land. The King, as it were, informing the people in the town to be quiet, for that he has written to Her Majesty, and in short expecting to receive a satisfactory reply.

Let us beg to inform Her Majesty that a merchant here, by name Wm. Mc Coskry, Esq., whom the late Consul G. Foote made a Vice-Consul, is rather a hard man for us.

His actions towards us is very savage.

We do not witness such bad treatments from the late succeeding Consuls or Acting Consuls as these at Coskry's time. Of this gentleman we beg to say he knows nothing about the management of the town; and we, in our common sense, judge that he is not a fit man for the office he is placed.

We beg to say (not of command) that we do not want this gentleman Mc Coskry to hold the office of a Vice-Consul any longer in this island. Why so? Our King, in the time of the late Consul B. Campbell, made some rules, which, if any disregard, a penalty of certain sum is to be laid on him. Notwithstanding this Mr. Coskry went against the

rules, and the said penalty was laid on him. We see from since that time he was seeking the destruction of our King.

All his endeavours is to be an office-bearer to Her Majesty, in order to get the more chance to revenge himself on the King. This we foresee in his movements.

Properly speaking, this gentleman is our real enemy; and if he continue bearing the office of a Vice-Consul in this island he will totally destroy it—not by his power, but by making many false reports concerning things that we knows nothing of. This induces us to write, as to inform Her Majesty previous.

We hope this few lines will meet Her Majesty, as well as the Royal families, in a good health.

In this we pray that Her Majesty may long live to see the civilization of Africa, by the hand of her good Representatives.

With this, we beg, &c.

(Signed) ONIKOYI his ⋈ mark.

(And 23 others.)

Inclosure 3 in No. 10.

King Docemo to Her Majesty Queen Victoria.

Madam, *King's Palace, Lagos, September* 10, 1861.

I, KING DOCEMO, of the Island of Lagos, compliments to Her Majesty the Queen of Great Britain.

By this I return thanks to Her Majesty, and do wish her prosperity and good health.

Let me beg to say that the Queen of Great Britain has done, and still doing, much good for we Africans, the thanks of which we were unable to return.

May I not say the Africans? for what Her Majesty has done for my late father Akitoye were more than what I could express. The goodness, I say, which has been done to my late father, that by bringing him to his home, and replaced him on his former throne. Moreover, he has been authorized to govern all the neighbouring villages by the Representative of Her Majesty, the late Consul J. Becroft.

The laws of Great Britain also have been placed in his hands, and in the which we found written, that the successions to be secured to his heirs males. In obedience to which, after my father's death, I was set on the Throne by the late Consul B. Campbell.

Dear Madam,

My father's Treaty with Great Britain Queen were placed in my hands: I had also signed some Treaties with Her Majesty's Representative. These, as well as that of my father, I have in hand, and I am guided by the same.

But unexpectedly, Commander Norman B. Bedingfeld, of Her Majesty's ship "Prometheus," come in the river. On the 28th July last, which is the third day after her arrival, the said Commander, accompanied by Wm. McCoskry, Acting Consul, over to my place, and requested me to show my presence on board Her Majesty's ship "Prometheus" the following day; moreover I was informed to do without my Cheifs and Captains on my coming. This I rejected, but seeing that I could not be persuaded to do so, the Commander told me to left them behind me, because he has a secreet word to inform me.

The following day, being the 29th, I went on board the said steamer; the Commander then revealed to me the secreet word, which is a Treaty, that I may give up the Island of Lagos, with all the "rights, profits, territories," &c. He requested me to sign it, but I would not, for it looks very strange in my appearance. I took a deep consideration on the same, and call to mind that had the Queen of Great Britain in want of the Island of Lagos for her uses, it might not have been given to my late father.

On the 3rd Agst. last I send for the Commander that I wanted to see him; he also send to inform me that he has heard of my preparations to fight him, and that on his coming I must expect to see him with troops. I immediately sent back the very bearer to inform the Commander that there is nothing of the sort he mentioned in my heart. Notwithstanding this, the Commander, accompanied by Wm. McCoskry, with two brass-gun-boats, and lots of well-armed Marines, over to my palace. I inquired from the Commander the reason of his calling on me in such manner; he replied that he has heard of my preparations to fight him, which induces him to call on me in this way. I asked him again that do not I send back your messager to inform you that there is no danger in

my part? For that I am set on the throne by Her Majesty's command, and shall it be in my mind to fight against the British subjects? Oh no! such intention is beyond my power. After this, the Commander requested me to sign the Treaty that I had refused to sign on board Her Majesty's ship "Prometheus." This again I would not sign; but he impose on me so hardly that I was obliged to tell him that what I could do is, that if any gentleman, white or black, has any affair betwixt them, I agree that they should have it settled by themselves.

Such being the case, that the Commander requested me to call on him at the British Consulate the following day, in order to sign the Agreement made.

On the following day I went over to the Consulate, but instead of the one I consented to, the Commander brought before me the afore-mentioned Treaty, and requested me to sign it. Seeing I am not pleased with the contents, I again refused to sign it. But he impose on me so much the more, with a strict command that if I would not, he will presently discharge his cannons on the island, and that he will brake it down in few seconds.

To prevent the Commander from discharging his cannons on the land, and to keep the people in the town quiet for specified time, and moreover to be permitted to write Her Majesty on the same account as I herewith have done, induces me to sign the said Treaty.

Dear Madam,

I deeply sorry to lay this complaint before your Majesty, seeing there is no other King or Queen on the earth on whom I rely, but Her Majesty the Queen of Great Britain, seeing that by Her Majesty's command I was set on the throne of my ancestor.

But Commander N. B. Bedingfeld and Wm. McCoskry's determination is to dethrone me; so by this I stretch forth my hands to Her Majesty. Oh, save me! lest I be plucked down.

Herewith I inclose Her Majesty again the duplicate of the Treaty that Commander Bedingfeld and Wm. McCoskry compelled me to sign.

With this I sincerely pray that the blessing of God most gracious might rest on Great Britain Queen. May God make her enemies fall down before her; and yea! the sons and daughters of Africa shall triumph in the elevation of Britannier.

With this, I beg, &c.

(Docemo's Seal.)

No. 11.

Acting Consul Mc Coskry to Earl Russell.—(Received December 12.)

My Lord, *Lagos, November* 8, 1861.

I HAVE the honour to report the arrival here, on the 16th ultimo, of Commodore Edmonstone in Her Majesty's ship "Arrogant." At my request Commodore Edmonstone had an interview with King Docemo on board Her Majesty's ship "Prometheus," and explained to him the objects of the Government in wishing to put Lagos under British jurisdiction; he pointed out the advantages that would accrue to the whole population, and urged him to assist in executing the laws as they would henceforth be administered.

I am glad to say that since this interview with the Commodore, Docemo and his people have been much more docile, and he has on several occasions used his influence to cause the natives to submit to our jurisdiction.

The "Brune" gun-boat has been condemned as unserviceable, and the "Prometheus" will remain in the river till a vessel arrives to take her place.

I have, &c.

(Signed) W. Mc COSKRY.

No. 12.

King Docemo to Her Majesty Queen Victoria.

Madam, *King's Palace, Lagos, January* 10, 1862.

THE King of Lagos' compliments to Her Majesty the Queen of Great Britain:

And herewith beg to forward Her Majesty with some past events, as well as the present.

That some years since the usurper, Prince Kosoko, had possession of the Throne of

Lagos, without right, but with power and mischief, and would not submit to the request of Her Majesty. He was expelled from the Island of Lagos, and the late King Akitoye, my father, through the assistance of your Majesty's Representative, reinstated to his Throne.

As soon as he was reinstated, forgiveness was offered to the followers of Kosoko, on condition that they surrender, and acknowledge allegiance to the King, thereby claiming his clemency. In reliance on this many returned to Lagos and surrendered themselves; the principal of them were Chief Possa and Ajeniya, who, in like manner, submitted themselves with their people.

As the late King was a Prince of known clemency he did not deny them the promised forgiveness; but notwithstanding all these kindness the two mentioned Chiefs (through the instigation of Kosoko, who is living at some distance) raised their arms against the late King, with the intention of taking his life, if possible, that Kosoko might claim the Throne.

But Providence did not suffer it to happen; the late King has been promptly assisted by Her Majesty's naval force, and these rebels were again driven away; and Kosoko, who have been sent for by the said Chiefs prior to their rebellion, having arrived during the time of the fighting, with his war-people, was also repulsed with his troops.

This led the late King to make a solemn Declaration, that so long as Her Majesty the Queen of Great Britain is on his behalf, as well as on behalf of his successors, these rebels will no more step on the Island of Lagos.

After the late King's death, I, Docemo, as the rightful heir to the Throne, has been enabled, through Her Majesty's Representative, to possess the same.

On my accession I ratified the Declaration aforesaid. The Representative of Her Majesty then proceeded to Epé, where Kosoko resides, and get Kosoko, with his principal Chiefs, to sign a Treaty, to the effect that they will not, for the future, return to Lagos. But on December 9, 1861, Commander Bedingfeld wrote to inform me that his old friend, Tappa by name, who is Prime Minister to Kosoko, is about to pay him a friendly visit on board Her Majesty's ship "Prometheus," and that he will be under Commander Bedingfeld's protection during his stay on the Island of Lagos.

The King have not given Commander Bedingfeld a reply to this ere Tappa's arrival to the town was announced, which was on the 14th instant.

During Tappa's visit and interviews with the King it became evident that Commander Bedingfeld has invited Tappa to come to Lagos, previous to his informing the King, in violation of the aforementioned Treaty.

Notwithstanding this, the King entertained Tappa and his followers, as becometh so high a personage, when Commander Bedingfeld accompanied Tappa over to the Palace on the 16th instant.

Previous to the dismissal Commander Bedingfeld told the King that they will call on him the following day, on particular matter.

On the 18th of the same month they called, when Commander Bedingfeld told the King that they wish to have Tappa at Lagos, as the Consul for the people at Epé, and that whether the King is pleased to it. He agreed to the same, and spoke to Tappa personally, that he will be glad to receive him if he is willing to reside on the Island of Lagos. The King further spoke to Commander Bedingfeld that his wishes is that peace and prosperity might flourish throughout his territories.

When, to the King's astonishment, Tappa stood up, and said that he will not come to Lagos without Kosoko.

That when he (Tappa) was invited to come to Lagos it was publicly at Epé, by Commander Bedingfeld, as follows:

We (that is, the British) have now taken Lagos; you may come whenever you like (it may be well to remark that Commander Bedingfeld has visited Epé in ——— last, 1861). To which Commander Bedingfeld replied, that they will not bring Kosoko to Lagos at present.

This speech make the dealings of Commander Bedingfeld with the King appear suspicious.

This Kosoko, who would not submit to the request nor take the advice of Her Majesty's Representatives when he was on the Throne, but always ready to show his power and treat Her Majesty's Representatives with contempt, was, on that account, expelled from the Island of Lagos and banished to Epé, where he is at present, with a strict order not to be seen on the Island of Lagos any more.

That your Majesty is very anxious to uphold the observance of Treaty stipulations, the King of Lagos rely on a full confidence that Her Majesty the Queen of Great Britain will not suffer permit Kosoko to return to the Island of Lagos.

For this Kosoko's dreadful actions and cruel treatment are observed in many instances.

During the time of the civil war with the late King Akitoye, as soon as the late King left the island Kosoko cruelly murdered the parents of many children who are now grown up into age, and will avail the first opportunity to revenge, if possible; he cut asunder many infants, and throw into the river many alive persons; butchered many Prince and Princess of the late King.

These and many other cruel deeds, which would tingle the ears and make the blood run cold to describe.

The King wants nothing but peace and tranquillity to reign throughout his lands.

But Commander Bedingfeld daily occasions dissatisfaction, which does not become one that seeks the interest of the country, and a Representative of your Majesty's Government.

The King hopes this few statements will meet Her Majesty and Royal family in a pleasant health. May Heaven grant Her Majesty's heart's desire, the civilization of Africa, and continue to be the African's guide and protector, is the prayer of your Majesty's obedient and faithful friend.

(Docemo's Seal.)

No: 13.

Acting Consul Mc Coskry to Earl Russell.—(Received February 10.)

My Lord, *Lagos, January 7,* 1862

I HAVE the honour to inclose the Return of produce, as far as I have been able to obtain them, of the exports from the several ports in the Bight of Benin.

The Return from Lagos, Palma, and Badagry can only be regarded as correct, the means of communication between here and the other ports not enabling me to get more than an approximation to the truth.

Whydah alone is now to be looked upon as the slave-exporting station. Shipments may occasionally be made at other places, but the slaves will in most cases be found to have collected there.

At Aghwey and Popoe a civil war interrupts legitimate commerce, but I have heard of no slaves being shipped there of late.

There is a decrease of the exports of produce, owing to the general disturbed state of the countries in the Bight of Benin.

I have, &c.
(Signed) W. Mc COSKRY.

Inclosure in No. 13.

RETURN of the Exports from Lagos, from July 1 to December 31, 1861; and January 1 to June 30, 1861.

Month.	Number of casks.	Old wine gallons.	Weight of Ivory.	Number of bales, Cotton.	Weight.
			lbs.		
July	1,030	130,405	1,525		
August	591	88,378			
September	1,267	151,286			
October	907	122,738	196		
November	404	52,945	15		
December	787	117,328			
January	456	56,479			
February	831	100,026	882		
March	632	89,394			
April	720	89,025			
May	859	115,363			
June	352	46,460			
	8,836	1,159,627 3,865 tuns.	2,618	1,303	118 lbs. each bale.

Palma, 1,200 tuns oil; no cotton.
Badagry, 1,600 tuns oil; no cotton.

(Signed) W. Mc COSKRY.

No. 14.

Consul Freeman to Earl Russell.—(*Received April* 12.)

(Extract.) *Lagos, March* 8, 1862.

I HAVE the honour to report to your Lordship that, after several lengthened discussions with Docemo and his Chiefs, I have terminated to their satisfaction all the questions arising out of the Treaty of Cession signed on the 6th of August last.

I should have settled everything immediately on my arrival but I encountered a strong opposition from Docemo and his Chiefs, who even went so far as to declare that they were forced into signing the Treaty of Cession without understanding its contents. Knowing this to be false, as at the formal signing of the Treaty there were present many people perfectly conversant with both the English and Yoruba languages, I endeavoured to ascertain the source of these new difficulties, and I soon discovered that they were caused by the White-capped Chiefs. These Chiefs are the rightful-possessors of the land upon which they depend for their subsistence. Whenever war breaks out, and the King is attacked, they retire into the bush, to return again when peace is re-established, and are then acknowledged by the victors as the legal owners of the soil. Thus the King and war-men hold no lands unless by grant from the White-capped chiefs.

These Chiefs had been persuaded by certain parties, whether maliciously or through ignorance it is difficult to ascertain, that the cession of Lagos to the British Crown involved the abrogation of all private rights of property, and they, therefore, protested that the King could not give away their lands, and that they did not understand such to be the meaning of the Treaty when it was signed. Hence the origin of their holding back from a final settlement.

On the 11th ultimo I received the King and his Chiefs at my house, and detailed to them the reasons which induced Her Majesty's Government to obtain the cession of this island; pointed out the changes which will result therefrom, and explained to them that far from depriving them of their private property, the cession will render it more valuable to them.

They declared they had never viewed the question in that light before, and they left my house quite satisfied. Two days after the King came again in the evening, and signed an additional paragraph to the Treaty, by which he agrees to receive in compensation for the revenue he gives up, an annual pension of 1,200 bags of cowries, equal, at the present rate of exchange, to 1,030*l.* sterling.

LAGOS.

PAPERS relating to the Occupation of Lagos.

Presented to the House of Commons, by Command of Her Majesty, in pursuance of their Address dated May 2, 1862.

LONDON:
PRINTED BY HARRISON AND SONS.

36

ADDITIONAL PAPERS

RELATING TO THE

OCCUPATION OF LAGOS.

Presented to both Houses of Parliament by Command of Her Majesty.
1862.

LONDON:
PRINTED BY HARRISON AND SONS.

LIST OF PAPERS.

No.			Page
1.	Orders addressed to Rear-Admiral Sir B. Walker Two Inclosures.	June 28, 1861	1
2.	Commodore Edmonstone to the Secretary to the Admiralty One Inclosure.	September 22, ——	1

Additional Papers relating to the Occupation of Lagos.

No. 1.

Orders addressed to Rear-Admiral Sir B. Walker.

By the Commissioners for executing the office of Lord High Admiral of the United Kingdom of Great Britain and Ireland, &c.

HER Majesty's Principal Secretary of State for Foreign Affairs having, in a letter dated the 22nd instant, transmitted to us the copy of a despatch to Mr. Foote, Her Majesty's Consul at Lagos, in which are stated the reasons which have determined the British Government to take possession of the Island of Lagos, and having signified to us the Queen's commands that the senior naval officer on the West Coast of Africa should be instructed to co-operate with Mr. Foote in carrying into effect the views of Her Majesty's Government, we send you, for your information and guidance, copy of the above-mentioned letter* and of its inclosure, and also copy of a further letter* of the 24th instant from the Foreign Office, with extract of its inclosure, from which you will perceive that if the occupation of Lagos cannot be effected or maintained without resorting to force, it is not to be undertaken until further instructions from home, and that any permanent force to be employed on shore at Lagos must be of black troops, and not be furnished from any portion of the crews of Her Majesty's ships.

Given under our hands this 28th day of June, 1861.

(Signed) CHARLES EDEN.
CHARLES FREDERICK.

To Sir Baldwin Walker, Bart, K.C.B.,
Rear-Admiral of the Blue; or
Senior Officer of Her Majesty's Ships and Vessels, Sierra Leone.

By command of their Lordships,
(Signed) C. PAGET.

Inclosure 1 in No. 1.

Lord J. Russell to Consul Foote, June 22, 1861.

[See "Papers relating to the Occupation of Lagos," presented to Parliament, May 12, 1862, No. 4.]

Inclosure 2 in No. 1.

Lord J. Russell to Consul Foote.

(Extract.) *Foreign Office, June* 24, 1861.

IF you should be of opinion that it would be necessary, in order to secure respect for the British flag, to have a permanent force stationed on shore, you will defer taking possession of the island until a detachment of black troops, which the War Department have been requested to furnish, can be sent to support your authority, as it would be inconvenient that any portion of the men on board Her Majesty's ships should be employed on shore for any length of time for this purpose.

No. 2.

Commodore Edmonstone to Rear-Admiral Sir B. Walker.

Sir, "*Arrogant*," *off Cabenda, September* 22, 1861.

I HAVE the honour to report, for your information (what, however, no doubt ere this has been communicated to Her Majesty's Government), that Lagos was formally and peaceably taken possession of, and transferred to us as a British dependency, on the 6th ultimo, in accordance with the Queen's commands as conveyed in their Lordships' instructions of the 28th June last.

* Merely a transmitting letter.

For the immediate details bearing upon this important transaction, I beg leave to refer you to an extract from Commander Bedingfeld's Report, a copy of which is annexed, where it will be seen how very materially this happy result has been obtained, not only from the coolness and good arrangements of Acting Governor Mc Coskry, but also from the energy and great ability shown by Commander Bedingfeld on the occasion, who, from his knowledge of African character, and being on the spot, was able to render such valuable assistance at the proper moment.

It is impossible, for obvious reasons, to estimate too highly the advantages gained to us nationally by the fact that Lagos was duly ceded, without force or violence, and I trust that the merits of the officer (Commander Bedingfeld), in aiding to settle this matter so satisfactorily, will not be overlooked by yourself and the Lords Commissioners of the Admiralty.

The "Prometheus," I am rejoiced to say, has apparently received no great damage in crossing the bar, and I hope she may get out without much sickness or difficulty. By the last accounts the crew were very healthy. In the meantime, until a sufficient force of black troops arrives to support the Government, she must remain within the bar, Commander Bedingfeld's presence being very much required at this moment.

I have only to state, in reference to such force, that I consider a substantial police indispensable under any circumstances.

I have, &c.
(Signed) W. EDMONSTONE.

Inclosure in No. 2.

Extract from a Report by Commander Bedingfeld.

July 26. 1·45, anchored off Lagos, received our mails and a requisition from the Consul for my co-operation on shore, he having received most important despatches; also a letter from the Governor of the Gold Coast requesting a man-of-war might call occasionally; made signal to "Brune" to bring out pilot in the morning. 6·18, "Ranger" anchored and got her mails.

July 27. 7·30, "Brune" came out, bringing the pilot; they reported a good bar for going in, having had nothing less than fifteen feet at dead low water, as they crossed the bar coming out. 8·30, weighed under steam to go into the river. 8·45, grounded on the eastern spit, as mentioned in separate letter. 9·30, anchored off the Consulate at Lagos, "Brune" in company, and communicated with Her Majesty's Consul: "Ranger" left to cruize off Popoe, and watch "*African*."

July 29. Cleared holds to examine ship fore and aft, but could discover very little damage; making about nine inches of water in twenty-four hours. Went with Consul to have an interview with King Docemo, informed him that important despatches had arrived from England, and arranged a palaver on board the "Prometheus" on the 30th, at noon.

July 30. Palaver was held at 12·30, the Consul, Interpreter, and the King and Chiefs being present; explained to Docemo and his Chiefs that Her Majesty's Government had decided upon the permanent occupation of Lagos, allowing him a proper pension; requested Docemo to sign a Deed of Cession, giving him until Thursday to consider and talk it over with his Chiefs.

July 31. Docemo had a large meeting of his Chiefs during the day; inspected Her Majesty's ship "Brune;" directed Lieutenant-Commander Forrest to station and drill his men at the guns, which has never yet been done.

August 1. 1·30, proceeded with the Acting Consul and Interpreter to the King's house to receive his answer to the propositions made to him on the 30th. Docemo declined to sign any paper giving up his country, and barely treated Her Majesty's Consul and myself with respect; he expressed a doubt that we were empowered to make any such proposals, and wished to see a paper signed by all the head men in England. We advised Docemo to reconsider the matter before the arrival of the mail, and as there seemed to be considerable excitement in the town, I warned Docemo and his Chiefs I should hold them responsible if any disturbance took place.

August 2.—Sent Mr. Piper and leadsmen in Mr. McCoskry's steamer, as she was going over the bar, in order that they might sound in and out. At 12, held a meeting of all the Europeans and some native merchants at the Consulate, and informed them of the determination of Her Majesty's Government. The announcement was received with apparent satisfaction by all the Europeans, but it was not so evident with the Sierra Leone

people, many of whom have run themselves considerably in debt, and English law will no doubt be unpleasant to them.

August 3.—Steamer "Advance" returned with Mr. Piper; they had 15 feet coming over the bar. Docemo sent to the Consul that he wished to see him and the European merchants at a palaver without me. This the Acting Consul refused, and informed the King that we were acting in concert. The merchants all refused to go unless I was present.

August 4.—News arrived that the road to Abbeokuta was open for a short time. Docemo sent to ask all the merchants to assemble at his house to hear the Deed of Cession explained by the Acting Consul and myself before he signed.

August 5.—Erected a flag-staff at a convenient place outside the Consulate. 8·30, two of the merchants came off to inform me that great excitement prevailed about the King's quarter, and they heard it was intended to create a disturbance, when the lives of those present would not be safe. Some of the Chiefs were much opposed to the Treaty, as it would take out of their hands the bribes that it was customary for them to get before they would allow any natives to approach the King. They also had to be bribed before they would administer justice to natives complained of by the white merchants. All this would of course be stopped under English law, and, therefore, they would try their utmost to thwart the cession.

Under these circumstances, I sent a messenger to the King, to inform him that I should bring a guard of Marines to keep order, and that I had made arrangements to act promptly if any disturbance took place. At 12 sent the Marines in the paddle-box boat round to the King's house, sending the Interpreter with them to inform the people that they were there to keep order. I then went in the first cutter, with some of the merchants and the Acting Consul.

On arriving at the King's house the Marines were landed (the boats anchoring off the beach), and drawn up outside the house, so that they could not in any way interfere with the palaver, but were near enough, if wanted. I informed the King why I had brought them. He said that none of his Chiefs would dare to molest us, but agreed with me that I was justified in taking proper precautions.

There was an immense concourse of people, and the palaver-house quite full. The Treaty was read over, and explained in Portuguese and in the country language. The King wished for two additional clauses, which were agreed to. He then promised to sign at the Consulate on the morrow, and that he would be present with his Chiefs at the ceremony of hoisting the flag, and taking formal possession. All passed off in an orderly, quiet way, the King attending us to the beach on leaving.

Early on the 6th sent circulars to the European and some of the native merchants, to invite them to the ceremony of taking possession. A messenger arrived in the morning, to say the King had altered his mind, and would not sign; but an hour later he was persuaded to do so, and arrived with all his Chiefs at 2 P.M. He was met at the gate of the Consulate by Mr. McCoskry and myself and a guard of honour, an immense number of people having collected. After signing he was escorted by us to the flag-staff, all his Chiefs and attendants being present. The Proclamation having been read, the Union was hoisted under a salute from the "Prometheus" of twenty-one guns, marines presenting arms; the National Anthem was sung by about 300 native children, headed by the Rev. Messrs. Maser, Macauley, and Sharp.

We then returned to the Consulate, where the King partook of refreshment, but declined being present at the dinner on board the "Prometheus," as he could not sit so long. Simultaneously with the flag being hoisted at the town another was hoisted at the beach. About forty-four merchants sat down to dinner on the quarter-deck of the "Prometheus." After the usual loyal toasts, numerous speeches were made by the foreign merchants, and other expressions of their satisfaction at the measures of Her Majesty's Government. I have the honour to annex copies of the Treaty and Proclamation. On the following day all was quiet.

In concluding this letter of proceedings, I regret to have to inform you that the Slave Trade is reviving again, with new vigour, in the Bights. I annex a letter from the Commandant at Accra, addressed to Lieutenant-Commander Bennett. The shipment mentioned is no doubt that of the "*African*," and the two vessels the other two Americans that were spoken by the barque "Nova Elizé." It is impossible to do anything to check this as long as there is no American man-of-war here, and I trust they will soon send one off the Volta.

The "Ranger" is at present off Jackin, where I heard of slaves collecting, but as soon as she arrives (about the 20th) I will send her at once to Ascension. The "Bloodhound" must go with the mails, &c., to Fernando Po, as she has only two days' coal left.

I shall not be able to leave this until troops arrive, so that we shall be badly off for cruizers. However, the occupation of Lagos, with a proper force on the Lagoon, will do more to suppress the Slave Trade than all the ships we could muster along the coast. The news has already spread up the country, and most exaggerated accounts as to the size of this ship, and the number of her men and guns. There is every reason to believe, however, that had we not acted promptly on this occasion, we should have had a formidable opposition from the Chiefs. Now the thing is accomplished they are more inclined to take it quietly, but will want watching closely.

Several of the natives left the place, and took their property with them, owing to the Chiefs' threats that they would fight sooner than give in; but all are now returning, and, with the exception of an occasional fire in the town (supposed by some of the residents to be the work of an incendiary, with the hope of the fire spreading to the houses of the whites, in which supposition I do not quite agree), all is quiet.

LAGOS.

ADDITIONAL PAPERS relating to the Occupation of Lagos.

Presented to both Houses of Parliament by Command of Her Majesty. 1862.

LONDON:
PRINTED BY HARRISON AND SONS.

TREATY

BETWEEN

HER MAJESTY

AND THE

UNITED STATES OF AMERICA,

FOR THE

SUPPRESSION OF THE AFRICAN SLAVE TRADE.

Signed at Washington, April 7, 1862.

Presented to both Houses of Parliament by Command of Her Majesty.
1862.

LONDON:
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12988

Treaty between Her Majesty and the United States of America, for the Suppression of the African Slave Trade.

Signed at Washington, April 7, 1862.

[*Ratifications exchanged at London, May 20, 1862.*]

HER Majesty the Queen of the United Kingdom of Great Britain and Ireland, and the United States of America, being desirous to render more effectual the means hitherto adopted for the suppression of the Slave Trade carried on upon the coast of Africa, have deemed it expedient to conclude a Treaty for that purpose, and have named as their Plenipotentiaries, that is to say:

Her Majesty the Queen of the United Kingdom of Great Britain and Ireland, the Right Honourable Richard Bickerton Pemell Lord Lyons, a Peer of Her United Kingdom, a Knight Grand Cross of Her Most Honourable Order of the Bath, and Her Envoy Extraordinary and Minister Plenipotentiary to the United States of America;

And the President of the United States of America, William H. Seward, Secretary of State;

Who, after having communicated to each other their respective full-powers, found in good and due form, have agreed upon and concluded the following Articles:—

ARTICLE I.

The two High Contracting Parties mutually consent that those ships of their respective navies which shall be provided with special Instructions for that purpose, as hereinafter mentioned, may visit such merchant-vessels of the two nations as may, upon reasonable grounds, be suspected of being engaged in the African Slave Trade, or of having been fitted out for that purpose, or of having, during the voyage on which they are met by the said cruizers, been engaged in the African Slave Trade, contrary to the provisions of this Treaty; and that such cruizers may detain, and send or carry away, such vessels, in order that they may be brought to trial in the manner hereinafter agreed upon.

In order to fix the reciprocal right of search in such a manner as shall be adapted to the attainment of the object of this Treaty, and at the same time avoid doubts, disputes, and complaints, the said right of search shall be understood in the manner and according to the rules following:—

First. It shall never be exercised except by vessels of war, authorized expressly for that object, according to the stipulations of this Treaty.

Secondly. The right of search shall in no case be exercised with respect to a vessel of the navy of either of the two Powers, but shall be exercised only as regards merchant-vessels; and it shall not be exercised by a vessel of war of either Contracting Party within the limits of a settlement or port, nor within the territorial waters, of the other Party.

Thirdly. Whenever a merchant-vessel is searched by a ship of war, the Commander of the said ship shall, in the act of so doing, exhibit to the Commander of the merchant-vessel the special Instructions by which he is duly authorized to search; and shall deliver to such Commander a certificate, signed by himself, stating his rank in the naval service of his country, and the name of the vessel he commands, and also declaring that the only object of the search is to ascertain whether the vessel is employed in the African Slave Trade, or is fitted up for the said Trade. When the search is made by an officer of the cruizer who is not the Commander, such officer shall exhibit to the Captain of the merchant-vessel a copy of the before-mentioned special Instructions, signed by the

Commander of the cruizer; and he shall in like manner deliver a certificate signed by himself, stating his rank in the Navy, the name of the Commander by whose orders he proceeds to make the search, that of the cruizer in which he sails, and the object of the search, as above described. If it appears from the search that the papers of the vessel are in regular order, and that it is employed on lawful objects, the officer shall enter in the log-book of the vessel that the search has been made in pursuance of the aforesaid special Instructions; and the vessel shall be left at liberty to pursue its voyage. The rank of the officer who makes the search must not be less than that of Lieutenant in the navy, unless the command, either by reason of death or other cause, is at the time held by an officer of inferior rank.

Fourthly. The reciprocal right of search and detention shall be exercised only within the distance of two hundred miles from the Coast of Africa, and to the southward of the thirty-second parallel of north latitude; and within thirty leagues from the Coast of the Island of Cuba.

ARTICLE II.

In order to regulate the mode of carrying the provisions of the preceding Article into execution, it is agreed:—

First. That all the ships of the navies of the two nations which shall be hereafter employed to prevent the African Slave Trade shall be furnished by their respective Governments with a copy of the present Treaty, of the Instructions for cruizers annexed thereto, marked A, and of the regulations for the Mixed Courts of Justice annexed thereto, marked B, which Annexes respectively shall be considered as integral parts of the present Treaty.

Secondly. That each of the High Contracting Parties shall, from time to time, communicate to the other the names of the several ships furnished with such Instructions, the force of each, and the names of their several Commanders. The said Commanders shall hold the rank of Captain in the navy, or at least that of Lieutenant: it being nevertheless understood that the instructions originally issued to an officer holding the rank of Lieutenant of the navy, or other superior rank, shall, in case of his death or temporary absence, be sufficient to authorize the officer on whom the command of the vessel has devolved to make the search, although such officer may not hold the aforesaid rank in the service.

Thirdly. That if at any time the Commander of a cruizer of either of the two nations shall suspect that any merchant-vessel under the escort or convoy of any ship or ships of war of the other nation carries negroes on board, or has been engaged in the African Slave Trade, or is fitted out for the purpose thereof, the Commander of the cruizer shall communicate his suspicions to the Commander of the convoy, who, accompanied by the Commander of the cruizer, shall proceed to the search of the suspected vessel; and in case the suspicions appear well-founded, according to the tenor of this Treaty, then the said vessel shall be conducted or sent to one of the places where the Mixed Courts of Justice are stationed, in order that it may there be adjudicated upon.

Fourthly. It is further mutually agreed, that the Commanders of the ships of the two navies, respectively, who shall be employed on this service, shall adhere strictly to the exact tenour of the aforesaid Instructions.

ARTICLE III.

As the two preceding Articles are entirely reciprocal, the two High Contracting Parties engage mutually to make good any losses which their respective subjects or citizens may incur by an arbitrary and illegal detention of their vessels; it being understood that this indemnity shall be borne by the Government whose cruizer shall have been guilty of such arbitrary and illegal detention; and that the search and detention of vessels specified in the First Article of this Treaty shall be effected only by ships which may form part of the two navies, respectively, and by such of those ships only as are provided with the special Instructions annexed to the present Treaty, in pursuance of the provisions thereof. The indemnification for the damages of which this Article treats shall be paid within the term of one year, reckoning from the day in which the Mixed Court of Justice pronounces its sentence.

ARTICLE IV.

In order to bring to adjudication, with as little delay and inconvenience as possible, the vessels which may be detained according to the tenor of the First Article of this Treaty, there shall be established, as soon as may be practicable, three Mixed Courts of Justice,

formed of an equal number of individuals of the two nations, named for this purpose by their respective Governments. These Courts shall reside, one at Sierra Leone; one at the Cape of Good Hope; and one at New York.

But each of the two High Contracting Parties reserves to itself the right of changing, at its pleasure, the place of residence of the Court or Courts held within its own territories.

These Courts shall judge the causes submitted to them according to the provisions of the present Treaty, and according to the Regulations and Instructions which are annexed to the present Treaty, and which are considered an integral part thereof; and there shall be no appeal from their decision.

ARTICLE V.

In case the commanding officer of any of the ships of the navies of either country, duly commissioned according to the provisions of the First Article of this Treaty, shall deviate in any respect from the stipulations of the said Treaty, or from the Instructions annexed to it, the Government which shall conceive itself to be wronged thereby shall be entitled to demand reparation; and in such case the Government to which such commanding officer may belong, binds itself to cause inquiry to be made into the subject of the complaint, and to inflict upon the said officer a punishment proportioned to any wilful transgression which he may be proved to have committed.

ARTICLE VI.

It is hereby further mutually agreed, that every British or American merchant-vessel which shall be searched by virtue of the present Treaty, may lawfully be detained, and sent or brought before the Mixed Courts of Justice established in pursuance of the provisions thereof, if in her equipment there shall be found any of the things hereinafter mentioned, namely:—

1st. Hatches with open gratings, instead of the close hatches which are usual in merchant-vessels.

2nd. Divisions or bulk-heads in the hold or on deck, in greater number than are necessary for vessels engaged in lawful trade.

3rd. Spare plank, fitted for laying down as a second or slave deck.

4th. Shackles, bolts, or handcuffs.

5th. A larger quantity of water in casks or in tanks than is requisite for the consumption of the crew of the vessel as a merchant-vessel.

6th. An extraordinary number of water-casks, or of other vessels for holding liquid; unless the master shall produce a certificate from the Custom-house at the place from which he cleared outwards, stating that a sufficient security had been given by the owners of such vessel that such extra quantity of casks, or of other vessels, should be used only to hold palm oil, or for other purposes of lawful commerce.

7th. A greater number of mess-tubs or kids than requisite for the use of the crew of the vessel as a merchant-vessel.

8th. A boiler, or other cooking apparatus, of an unusual size, and larger, or capable of being made larger, than requisite for the use of the crew of the vessel as a merchant-vessel; or more than one boiler, or other cooking apparatus, of the ordinary size.

9th. An extraordinary quantity of rice, of the flour of Brazil, of manioc or cassada, commonly called farinha, of maize, or of Indian corn, or of any other article of food whatever, beyond the probable wants of the crew; unless such rice, flour, farinha, maize, Indian corn, or other article of food, be entered on the manifest as part of the cargo for trade.

10th. A quantity of mats or matting greater than is necessary for the use of the crew of the vessel as a merchant-vessel; unless such mats or matting be entered on the manifest as part of the cargo for trade.

If it be proved that any one or more of the articles above specified is or are on board, or have been on board during the voyage in which the vessel was captured, that fact shall be considered as *primâ facie* evidence that the vessel was employed in the African Slave Trade, and she shall in consequence be condemned and declared lawful prize; unless the master or owners shall furnish clear and incontrovertible evidence, proving to the satisfaction of the Mixed Court of Justice, that at the time of her detention or capture the vessel was employed in a lawful undertaking, and that such of the different articles above specified as were found on board at the time of detention, or as may have been embarked during the voyage on which she was engaged when captured, were indispensable for the lawful object of her voyage.

ARTICLE VII.

If any one of the articles specified in the preceding Article as grounds for condemnation should be found on board a merchant-vessel, or should be proved to have been on board of her during the voyage on which she was captured, no compensation for losses, damages, or expenses consequent upon the detention of such vessel shall in any case be granted either to the master, the owner, or any other person interested in the equipment or in the lading, even though she should not be condemned by the Mixed Court of Justice.

ARTICLE VIII.

It is agreed between the two High Contracting Parties, that in all cases in which a vessel shall be detained under this Treaty, by their respective cruizers, as having been engaged in the African Slave Trade, or as having been fitted out for the purposes thereof, and shall consequently be adjudged and condemned by one of the Mixed Courts of Justice to be established as aforesaid, the said vessel shall, immediately after its condemnation, be broken up entirely, and shall be sold in separate parts, after having been so broken up; unless either of the two Governments should wish to purchase her for the use of its navy at a price to be fixed by a competent person chosen for that purpose by the Mixed Court of Justice; in which case the Government whose cruizer shall have detained the condemned vessel shall have the first option of purchase.

ARTICLE IX.

The captain, master, pilot, and crew of any vessel condemned by the Mixed Courts of Justice shall be punished according to the laws of the country to which such vessel belongs, as shall also the owner or owners, and the persons interested in her equipment or cargo, unless they prove that they had no participation in the enterprize.

For this purpose, the two High Contracting Parties agree that, in so far as it may not be attended with grievous expense and inconvenience, the master and crew of any vessel which may be condemned by a sentence of one of the Mixed Courts of Justice, as well as any other persons found on board the vessel, shall be sent and delivered up to the jurisdiction of the nation under whose flag the condemned vessel was sailing at the time of capture; and that the witnesses and proofs necessary to establish the guilt of such master, crew, or other persons, shall also be sent with them.

The same course shall be pursued with regard to subjects or citizens of either Contracting Party who may be found by a cruizer of the other on board a vessel of any third Power, or on board a vessel sailing without flag or papers, which may be condemned by any competent Court for having engaged in the African Slave Trade.

ARTICLE X.

The negroes who are found on board of a vessel condemned by the Mixed Courts of Justice, in conformity with the stipulations of this Treaty, shall be placed at the disposal of the Government whose cruizer has made the capture; they shall be immediately set at liberty and shall remain free, the Government to whom they have been delivered guaranteeing their liberty.

ARTICLE XI.

The Acts or Instruments annexed to this Treaty, and which it is mutually agreed shall form an integral part thereof, are as follows:

(A.) Instructions for the ships of the navies of both nations destined to prevent the African Slave Trade.

(B.) Regulations for the Mixed Courts of Justice.

ARTICLE XII.

The present Treaty shall be ratified, and the ratifications thereof shall be exchanged at London in six months from this date, or sooner if possible. It shall continue and remain in full force for the term of ten years from the day of exchange of the ratifications, and further, until the end of one year after either of the Contracting Parties shall have given notice to the other of its intention to terminate the same; each of the Contracting Parties reserving to itself the right of giving such notice to the other at the end of said term of ten years. And it is hereby agreed between them, that on the expiration of one

year after such notice shall have been received by either from the other party, this Treaty shall altogether cease and determine.

In witness whereof the respective Plenipotentiaries have signed the present Treaty, and have thereunto affixed the seal of their arms.

Done at Washington, the seventh day of April, in the year of our Lord one thousand eight hundred and sixty-two.

(L.S.) LYONS.

(L.S.) WILLIAM H. SEWARD.

Annex (A) to the Treaty between Great Britain and the United States of America, for the Suppression of the African Slave Trade, signed at Washington on the 7th day of April, 1862.

Instructions for the Ships of the British and United States' Navies employed to prevent the African Slave Trade.

ARTICLE I.

The Commander of any ship belonging to the British or United States' navy, which shall be furnished with these Instructions, shall have a right to search and detain any British or United States' merchant-vessel which shall be actually engaged, or suspected to be engaged, in the African Slave Trade, or to be fitted out for the purposes thereof, or to have been engaged in such Trade during the voyage in which she may be met with by such ship of the British or United States' navy; and such Commander shall thereupon bring or send such merchant-vessel (save in the case provided for in Article V of these Instructions), as soon as possible, for judgment, before one of the three Mixed Courts of Justice established in virtue of the IVth Article of the said Treaty, that is to say:—

If the vessel shall be detained on the Coast of Africa, she shall be brought before that one of the two Mixed Courts of Justice to be established at the Cape of Good Hope and at Sierra Leone which may be nearest to the place of detention, or which the captor, on his own responsibility, may think can be soonest reached from such place.

If the vessel shall be detained on the coast of the Island of Cuba, she shall be brought before the Mixed Court of Justice at New York.

ARTICLE II.

Whenever a ship of either of the two navies, duly authorized as aforesaid, shall meet a merchant-vessel liable to be searched under the provisions of the said Treaty, the search shall be conducted with the courtesy and consideration which ought to be observed between allied and friendly nations; and the search shall, in all cases, be made by an officer holding a rank not lower than that of Lieutenant in the navy; or by the officer who at the time shall be second in command of the ship by which such search is made.

ARTICLE III.

The Commander of any ship of the two navies, duly authorized as aforesaid, who may detain any merchant-vessel in pursuance of the tenour of the present Instructions, shall leave on board the vessel so detained, the master, the mate or boatswain, and two or three, at least, of the crew; the whole of the negroes, if any; and all the cargo. The captor shall, at the time of detention, draw up, in writing, a declaration, which shall exhibit the state in which he found the detained vessel; such declaration shall be signed by himself, and shall be given in or sent, together with the captured vessel, to the Mixed Court of Justice before which such vessel shall be carried or sent for adjudication. He shall deliver to the master of the detained vessel a signed and certified list of the papers found on board the same, as well as a certificate of the number of negroes found on board at the moment of detention.

In the declaration which the captor is hereby required to make, as well as in the certified list of the papers seized, and in the certificate of the number of negroes found on board the detained vessel, he shall insert his own name and surname, the name of the capturing ship, and the latitude and longitude of the place where the detention shall have been made.

The officer in charge of the detained vessel shall, at the time of bringing the vessel's papers into the Mixed Court of Justice, deliver into the Court a certificate signed by himself, and verified on oath, stating any changes which may have taken place in respect to the vessel, her crew, the negroes, if any, and her cargo, between the period of her detention and the time of delivering in such paper.

ARTICLE IV.

If urgent reasons, arising from the length of the voyage, the state of health of the negroes, or any other cause, should require that either the whole or a portion of such negroes should be disembarked before the vessel can arrive at the place at which one of the Mixed Courts of Justice is established, the Commander of the capturing ship may take upon himself the responsibility of so disembarking the negroes, provided the necessity of the disembarkation, and the causes thereof, be stated in a certificate in proper form. Such certificate shall be drawn up and entered at the time on the log-book of the detained vessel.

ARTICLE V.

In case any merchant-vessel detained in pursuance of the present Instructions should prove to be unseaworthy, or in such a condition as not to be taken to one of the three ports where the Mixed Courts of Justice are to be established in pursuance of the Treaty of this date, the Commander of the detaining cruizer may take upon himself the responsibility of abandoning or destroying her, provided the exact causes which made such a step imperatively necessary be stated in a certificate verified on oath. Such certificate shall be drawn up and formally executed in duplicate at the time.

In case of the abandonment or destruction of a detained vessel, the master and crew, together with the negroes and papers found on board, and one copy of the sworn certificate mentioned in the preceding paragraph of this Article, shall be sent and delivered to the proper Mixed Court of Justice at the earliest possible moment.

The undersigned Plenipotentiaries have agreed, in conformity with the XIth Article of the Treaty signed by them on this day, that the present Instructions shall be annexed to the said Treaty, and be considered an integral part thereof.

Done at Washington, the seventh day of April, in the year of our Lord one thousand eight hundred and sixty-two.

(L.S.) LYONS.
(L.S.) WILLIAM H. SEWARD.

Annex (B) to the Treaty between Great Britain and the United States of America, for the Abolition of the African Slave Trade, signed at Washington, on the 7th day of April, 1862.

Regulations for the Mixed Courts of Justice.

ARTICLE I.

The Mixed Courts of Justice to be established under the provisions of the Treaty, of which these Regulations are declared to be an integral part, shall be composed in the following manner:—

The two High Contracting Parties shall each name a Judge and an Arbitrator, who shall be authorized to hear and to decide, without appeal, all cases of capture or detention of vessels which, in pursuance of the stipulations of the aforesaid Treaty, shall be brought before them.

The Judges and the Arbitrators shall, before they enter upon the duties of their office, respectively make oath before the principal Magistrate of the place in which such Courts shall respectively reside, that they will judge fairly and faithfully; that they will have no preference either for claimant or for captor; and that they will act in all their decisions in pursuance of the stipulations of the aforesaid Treaty.

There shall be attached to each of such Courts a Secretary or Registrar, who shall be appointed by the Party in whose territories such Court shall reside.

Such Secretary or Registrar shall register all the acts of the Court to which he is appointed; and shall, before he enters upon his office, make oath before the Court, that he will conduct himself with due respect for its authority, and will act with fidelity nd impartiality in all matters relating to his office.

The salaries of the Judges and Arbitrators shall be paid by the Governments by whom they are appointed.

The salary of the Secretaries or Registrars of the two Courts to be established in the territories of Great Britain shall be paid by Her Britannic Majesty; and that of the Secretary or Registrar of the Court to be established in the territories of the United States shall be paid by the United States' Government.

Each of the two Governments shall defray half of the aggregate amount of the other expenses of such Courts.

ARTICLE II.

The expenses incurred by the officer charged with the reception, maintenance, and care of the detained vessel, negroes, and cargo, and with the execution of the sentence, and all disbursements occasioned by bringing a vessel to adjudication, shall, in case of condemnation, be defrayed from the funds arising out of the sale of the materials of the vessel, after the vessel shall have been broken up, of the ship's stores, and of such parts of the cargo as shall consist of merchandize. And in case the proceeds arising out of this sale should not prove sufficient to defray such expenses, the deficiency shall be made good by the Government of the country within whose territories the adjudication shall have taken place.

If the detained vessel shall be released, the expenses occasioned by bringing her to adjudication shall be defrayed by the captor, except in the cases specified and otherwise provided for under Article VII of the Treaty to which these Regulations form an Annex, and under Article VII of these Regulations.

ARTICLE III.

The Mixed Courts of Justice are to decide upon the legality of the detention of such vessels as the cruizers of either nation shall detain, in pursuance of the said Treaty.

The said Courts shall adjudge definitively and without appeal, all questions which shall arise out of the capture and detention of such vessels.

The proceedings of the Courts shall take place as summarily as possible; and for this purpose the Courts are required to decide each case, as far as may be practicable, within the space of twenty days, to be dated from the day on which the detained vessel shall have been brought into the port where the deciding Court shall reside.

The final sentence shall not, in any case, be delayed beyond the period of two months, either on account of the absence of witnesses, or for any other cause, except upon the application of any of the parties interested; but in that case, upon such party or parties giving satisfactory security that they will take upon themselves the expense and risks of the delay, the Courts may, at their discretion, grant an additional delay, not exceeding four months.

Either party shall be allowed to employ such Counsel as he may think fit, to assist him in the conduct of his cause.

All the acts and essential parts of the proceedings of the said Courts shall be committed to writing and be placed upon record.

ARTICLE IV.

The form of the process, or mode of proceeding to judgment, shall be as follows:—

The Judges appointed by the two Governments, respectively, shall in the first place proceed to examine the papers of the detained vessel, and shall take the depositions of the master or commander, and of two or three, at least, of the principal individuals on board of such vessel; and shall also take the declaration on oath of the captor, if it should appear to them necessary to do so, in order to judge and to pronounce whether the said vessel has been justly detained or not, according to the stipulations of the aforesaid Treaty, and in order that, according to such judgment, the vessel may be condemned or released. In the event of the two Judges not agreeing as to the sentence which they ought to pronounce in any case brought before them, whether with respect to the legality of the detention, or the liability of the vessel to condemnation, or as to the indemnification to be allowed, or as to any other question which may arise out of the said capture; or in case any difference of opinion should arise between them as to the mode of proceeding in the said Court, they shall draw by lot the name of one of the two Arbitrators so appointed as aforesaid, which Arbitrator, after having considered the proceedings which have taken

place, shall consult with the two Judges on the case; and the final sentence or decision shall be pronounced conformably to the opinion of the majority of the three.

ARTICLE V.

If the detained vessel shall be restored by the sentence of the Court, the vessel and the cargo, in the state in which they shall then be found (with the exception of the negroes found on board, if such negroes shall have been previously disembarked under the provisions of Articles IV and V of the Instructions annexed to the Treaty of this date), shall forthwith be given up to the master, or to the person who represents him; and such master or other person may, before the same Court, claim a valuation of the damages which he may have a right to demand. The captor himself, and in his default his Government, shall remain responsible for the damages to which the master of such vessel, or the owners either of the vessel or of her cargo, may be pronounced to be entitled.

The two High Contracting Parties bind themselves to pay, within the term of a year from the date of the sentence, the costs and damages which may be awarded by the Court; it being mutually agreed, that such costs and damages shall be paid by the Government of the country of which the captor shall be a subject.

ARTICLE VI.

If the detained vessel shall be condemned, she shall be declared lawful prize, together with her cargo, of whatever description it may be, with the exception of the negroes who shall have been brought on board for the purpose of trade; and the said vessel, subject to the stipulations in the VIIIth Article of the Treaty of this date, shall, as well as her cargo, be sold by public sale for the profit of the two Governments, subject to the payment of the expenses hereinafter mentioned.

The negroes who may not previously have been disembarked, shall receive from the Court a certificate of emancipation, and shall be delivered over to the Government to whom the cruizer which made the capture belongs, in order to be forthwith set at liberty.

ARTICLE VII.

The Mixed Courts of Justice shall also take cognizance of, and shall decide definitively and without appeal, all claims for compensation on account of losses occasioned to vessels and cargoes which shall have been detained under the provisions of this Treaty, but which shall not have been condemned as legal prize by the said Courts; and in all cases wherein restitution of such vessels and cargoes shall be decreed, save as mentioned in the VIIth Article of the Treaty to which these Regulations form an Annex, and in a subsequent part of these Regulations, the Court shall award to the claimant or claimants, or to his or their lawful attorney or attorneys, for his or their use, a just and complete indemnification for all costs of suit, and for all losses and damages which the owner or owners may have actually sustained by such capture and detention: and it is agreed that the indemnification shall be as follows:—

First. In case of total loss, the claimant or claimants shall be indemnified,—

(A.) For the ship, her tackle, equipment, and stores.

(B.) For all freights due and payable.

(C.) For the value of the cargo of merchandize, if any, deducting all charges and expenses which would have been payable upon the sale of such cargo, including commission of sale.

(D.) For all other regular charges in such case of total loss.

Secondly. In all other cases (save as hereinafter mentioned) not of total loss, the claimant or claimants shall be indemnified,—

(A.) For all special damages and expenses occasioned to the ship by the detention, and for loss of freight, when due or payable.

(B.) For demurrage when due, according to the Schedule annexed to the present Article.

(C.) For any deterioration of the cargo.

(D.) For all premium of insurance on additional risks.

The claimant or claimants shall be entitled to interest at the rate of 5 (five) per cent. per annum on the sum awarded, until such sum is paid by the Government to which the capturing ship belongs. The whole amount of such indemnifications shall be calculated in the money of the country to which the detained vessel belongs, and shall be liquidated at the exchange current at the time of the award.

The two High Contracting Parties, however, have agreed, that if it shall be proved

to the satisfaction of the Judges of the two nations, and without having recourse to the decision of an Arbitrator, that the captor has been led into error by the fault of the master or commander of the detained vessel, the detained vessel, in that case, shall not have the right of receiving, for the time of her detention, the demurrage stipulated by the present Article, nor any other compensation for losses, damages, or expenses consequent upon such detention.

Schedule of demurrage, or daily allowance for a vessel of

100 tons to 120 inclusive,				£5	per diem.
121	„	150	„	6	„
151	„	170	„	8	„
171	„	200	„	10	„
201	„	220	„	11	„
221	„	250	„	12	„
251	„	270	„	14	„
271	„	300	„	15	„

and so on in proportion.

ARTICLE VIII.

Neither the Judges nor the Arbitrators, nor the Secretaries or Registrars of the Mixed Courts of Justice, shall demand or receive from any of the parties concerned in the cases which shall be brought before such Courts, any emolument or gift, under any pretext whatsoever, for the performance of the duties which such Judges, Arbitrators, and Secretaries or Registrars, have to perform.

ARTICLE IX.

The two High Contracting Parties have agreed that, in the event of the death, sickness, absence on leave, or any other legal impediment, of one or more of the Judges or Arbitrators composing the above-mentioned Courts respectively, the post of such Judge or Arbitrator shall be supplied, *ad interim*, in the following manner:—

First. On the part of Her Britannic Majesty, and in those Courts which shall sit within the possessions of Her said Majesty:—if the vacancy be that of the British Judge, his place shall be filled by the British Arbitrator; and either in that case, or in case the vacancy be originally that of the British Arbitrator, the place of such Arbitrator shall be filled by the Governor or Lieutenant-Governor resident in such possession; in his unavoidable absence, by the principal Magistrate of the same; or in the unavoidable absence of the principal Magistrate, by the Secretary of the Government; and the said Court, so constituted as above, shall sit, and in all cases brought before it for adjudication shall proceed to adjudge the same, and to pass sentence accordingly.

Secondly. On the part of Great Britain, and in that Court which shall sit within the territories of the United States of America:—if the vacancy be that of the British Judge, his place shall be filled by the British Arbitrator; and either in that case, or in case the vacancy be originally that of the British Arbitrator, his place shall be filled by the British Consul, or in the unavoidable absence of the Consul, by the British Vice-Consul; and in case the vacancy be both of the British Judge and of the British Arbitrator, then the vacancy of the British Judge shall be filled by the British Consul, and that of the British Arbitrator by the British Vice-Consul. But if there be no British Consul or Vice-Consul to fill the place of British Arbitrator, then the United States' Arbitrator shall be called in, in those cases in which the British Arbitrator would be called in; and in case the vacancy be both of the British Judge and of the British Arbitrator, and there be neither British Consul nor Vice-Consul to fill, *ad interim*, the vacancies, then the United States' Judge and Arbitrator shall sit, and in all cases brought before them for adjudication shall proceed to adjudge the same, and pass sentence accordingly.

Thirdly. On the part of the United States, and in that Court which shall sit within their territories:—if the vacancy be that of the United States' Judge, his place shall be filled by the United States' Arbitrator; and either in that case, or in case the vacancy be originally that of the United States' Arbitrator, the place of such Arbitrator shall be filled by the Judge of the United States for the Southern District of New York; and the said Court, so constituted as above, shall sit, and in all cases brought before them for adjudication shall proceed to adjudge the same, and pass sentence accordingly.

Fourthly. On the part of the United States of America, and in those Courts which shall sit within the possessions of Her Britannic Majesty:—if the vacancy be that of the United States' Judge, his place shall be filled by the United States' Arbitrator; and either

in that case, or in case the vacancy be originally that of the United States' Arbitrator, his place shall be filled by the United States' Consul, or in the unavoidable absence of the Consul, by the United States' Vice-Consul. In case the vacancy be both of the United States' Judge and of the United States' Arbitrator, then the vacancy of the Judge shall be filled by the United States' Consul, and that of the United States' Arbitrator by the United States' Vice-Consul. But if there be no United States' Consul or Vice-Consul to fill the place of the United States' Arbitrator, then the British Arbitrator shall be called in, in those cases in which the United States' Arbitrator would be called in; and in case the vacancy be both of the United States' Judge and of the United States' Arbitrator, and there be neither United States' Consul nor Vice-Consul to fill, *ad interim*, the vacancies, then the British Judge and the British Arbitrator shall sit, and, in all cases brought before them for adjudication shall proceed to adjudge the same, and pass sentence accordingly.

The chief authority of the place in the territories of either High Contracting Party where the Mixed Courts of Justice shall sit, shall, in the event of a vacancy arising, either of the Judge or the Arbitrator of the other High Contracting Party, forthwith give notice of the same by the most expeditious method in his power to the Government of that other High Contracting Party, in order that such vacancy may be supplied at the earliest possible period. And each of the High Contracting Parties agrees to supply definitively, as soon as possible, the vacancies which may arise in the above-mentioned Courts from death, or from any other cause whatever.

The undersigned Plenipotentiaries have agreed, in conformity with the XIth Article of the Treaty signed by them on this day, that the preceding Regulations shall be annexed to the said Treaty, and considered an integral part thereof.

Done at Washington, the seventh day of April, in the year of our Lord one thousand eight hundred and sixty-two.

(L.S.) LYONS.

(L.S.) WILLIAM H. SEWARD.

UNITED STATES.

TREATY between Her Majesty and the United States of America, for the Suppression of the African Slave Trade.

Signed at Washington, April 7, 1862.

Presented to both Houses of Parliament by Command of Her Majesty. 1862.

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